

# RAILROAD

MAGAZINE | DECEMBER 50c



## Gateway to the North

STEAM AND DIESEL DAYS ON THE BANGOR & AROOSTOOK, BY CHARLES MORROW WILSON

### Boomers and Their Women

by HAYWIRE MAC

### WITH THE WIRES DOWN

by HARRY BEDWELL

### FROM NOME TO NOWHERE

by D. C. WORNOM

# BARGAINS

Buy  
Get

## FREE DIRECTORY



the only **BIG**  
**TABLOID PUBLICATION**  
that tells you—  
**WHERE & HOW—**  
every month . . .

100,000 Items  
WHERE TO  
"BUY-IT-WHOLESALE"  
BIG 1957 EDITION



- ★ Lists **HUNDREDS** of sources for **WHOLESALE** bargains!
- ★ Lists **HUNDREDS** of **SURPLUS, CLOSE-OUT, BARGAIN** offers!
- ★ Special lists of **WHOLESALE, CLOSE-OUT JOBBERS!**

THIS DIRECTORY, BEING SOLD EVERYWHERE FOR \$1.00 PER COPY, IS YOURS FREE WITH YOUR 1 YEAR'S SUBSCRIPTION TO "BARGAINS"!

- To Buy Bankrupt, Closeout, Surplus Bargains!
- To Buy Items at Wholesale! • Below Wholesale!
- To Obtain Details on Rare Money Making Offers!

**TOYS, BOOKS, JEWELRY, GREETING CARDS, COSMETICS, APPLIANCES, TOOLS, HOUSEWARES, ETC. . . Often as low as 10c-25c on the Retail Dollar!**

ONE issue of this AMAZING NEW magazine can save you MORE MONEY than the cost of the ENTIRE subscription! You'll buy BETTER, NEWER THINGS CHEAPER from every issue. Today, when your every penny must count, you need "BARGAINS" to get the very most from every cent you spend! Each issue has HUNDREDS of bargain offers . . . such EXTRAORDINARY SAVINGS you'll find them hard to believe! Buying **BANKRUPT, CLOSEOUT, SURPLUS BARGAINS** and at **WHOLESALE PRICES** can save you from 40% to 80% and more. Impossible? IT IS THE TRUTH!

### DON'T TAKE OUR WORD FOR IT

Here's What subscribers say about "BARGAINS" After receiving their copies!

" . . . As a result of answering one of the ads (in BARGAINS) it has resulted in extra profits of \$40.00 and upwards per month."—J.H., Alabama

" . . . Saw your wonderful paper and enjoyed every bit of its reading and adv. It's a Great Paper."—M.S., Vermont

" . . . I am very pleased with BARGAINS. I have never seen anything like it and am looking forward to my future copies, especially the Christmas edition."—Mrs. D.M., Maine

" . . . Received my first issue of BARGAINS and may I say it is a great magazine."—M.H.C., Alabama

" . . . I think BARGAINS is the best merchandise publication I have ever seen. (And I have seen hundreds.)"—S.P.C., Brooklyn, N.Y.

" . . . Received my 1st copy of BARGAINS the other day and am very pleased, the information you publish may be just the 'shot in the arm' my business needs."—D.S., St. Albans, N.Y.

" . . . I have found your magazine very helpful."—W.A.P., Ogdensburg, N.Y.

" . . . Received your paper. Thank you very much. It is one of the finest we have ever seen."—F.D., Iowa

### PLUS MANY OTHERS!

THE ABOVE LETTERS WERE NOT SOLICITED IN ANY WAY OR MANNER—ALL ARE IN OUR OFFICE FILES! They are the enthusiastic reaction of subscribers after seeing their first copies of BARGAINS!

LET'S FACE IT . . . Claims, promises are easy to make on paper. You may or may not believe all that we say here about "Bargains." But can you beat a money back offer AS IRONCLAD, AS STRAIGHT-FORWARD AS THIS . . . YOUR MONEY-BACK IN FULL IF THE FIRST

YOU can make FANTASTIC, almost UNBELIEVABLE PROFITS buying up bargain merchandise CHEAP and selling it CHEAP! Thousands of smart agents, salesmen, mail order dealers, store owners subscribe to "BARGAINS." They want to know WHERE TO BUY BEST to sell at LOW PRICES for BIG PROFITS! YOU CAN DO THE VERY SAME THING! Special feature articles in "BARGAINS" tell you HOW to sell these bargains for BIG PROFITS even if you haven't any experience!

UNIQUE "Subscribers Shopping Service" enables YOU to buy big name merchandise at TREMENDOUS SAVINGS!

Only "BARGAINS" gives you this EXCLUSIVE feature! "BARGAINS" negotiates offers in famous merchandise at LOW WHOLESALE prices then offers it to SUBSCRIBERS (ONLY) at NO PROFIT! You can buy valuable merchandise at the same prices (sometimes lower) than some dealers pay.

NEW! A special Dept. listing Foreign Bargain offers—also firms looking for U.S. dealers. Where to buy Foreign Gifts

DIRECT at big savings!

"BARGAINS" is the ONLY type of big tabloid publication in EXISTENCE!

Look high a low, you won't find another publication like "BARGAINS"! Available by subscription ONLY, "BARGAINS" is the ONLY tabloid monthly in existence that lists BANKRUPT, CLOSEOUT, SURPLUS merchandise EVERY MONTH! You'll find such SENSATIONAL BARGAINS that you, too, will feel like those subscribers who have written enthusiastic letters after receiving their first copies. (See testimonials at left!)

SAVE up to \$1000 — EARN up to \$3000!

We honestly believe that you can earn up to \$3000 or more within a year and save up to \$1000 on your purchases from "BARGAINS"! Prove this for yourself by subscribing now!

YOUR subscription automatically will include the BIG 1957 DIRECTORY EDITION! PLUS the 1957 "Christmas Special Issue!"

This "Buy-It-Wholesale" Directory of BARGAINS includes 100,000 items—tells where and how to buy them at fabulous savings! The Directory, alone, can make and save you many, many times the subscription price of a whole year of "BARGAINS"! You get this FREE plus the big Christmas Special Issues by time for the big holiday season!

**12 BIG ISSUES—only \$2. per year!**

REGULAR PRICES \$3.00

• Special 10-Day Offer to Obtain 10,000 new subscribers •

Yes, just \$2.00—17¢ per month is all you need pay!

YOU must be delighted with your first issue or

you can have your money back!

ISSUE THAT YOU RECEIVE DOESN'T PLEASE YOU! No quibbling about it either. YOU MUST BE DELIGHTED WITH YOUR FIRST ISSUE OR YOU CAN HAVE YOUR MONEY BACK IN FULL that's as FAIR a guarantee as ANY FIRM can make.

Here's a FEW of the Many Bargains as Were Published in "BARGAINS"!

- PENCILS, 57½¢ per 144 pencils!
- 25¢ Rudolph Reindeer Brooches, 2¢ each!
- Plastic TOY GUNS, 2¢ each!
- \$1 MUFFLERS, SCARFS, 12½¢ each!
- Double edge razor blades, \$1.50 per 1000 blades!
- LADIES APRONS, 6¼¢ each!
- \$2.50 WALLETS, 30¢ each!
- \$1 val. billfolds, 15¢ each!
- \$1 Kiddies handbags, 3¢ each!
- CIGARETTE HOLDERS, 1¢ each!
- BUTTONS, 25¢ per 144!
- Brand new phono records, 78 & 45 RPM, 7¢ each!
- 69¢ INSECT REPELLANT, 5¢ each!
- New 20" T.V. Picture tubes, \$21.95 each!
- Famous brand \$18.75 perfumes, \$1.00 each!
- 49¢ Xmas window decoration sets, 10¢ per set!
- \$1 to \$3 hard cover books, 20¢ each!
- \$200 Govt. surplus typewriters, \$23.00 each!
- 50¢ Everyday greeting cards, 7½¢ per box!
- 25 card asst. Xmas cards, 11¢ per box!
- \$1.95 Men's Silk ties, 12½¢ each!
- \$1 Value personal name tapes, 72 for 40¢!
- 39¢ Under arm deodorant, 2¢ jar!
- \$1.00 automatic card shufflers, 9¢ each!
- NEW HAIRNETS, 1½¢ each!
- \$1.75 Rudolph kiddies toiletry sets, 35¢ each!
- \$15.00 Electric Percolators, \$5.00 each!
- \$5.50 Lucite Hairbrushes, 65¢ each!
- New Bobby Pins, 70¢ per 700 pins!
- \$10.00 Men's Toiletry sets, 60¢ each!
- Calendar Wrist Watches, \$5.00 each!
- POSTAL SCALES, 7½¢ each!
- \$2.98 Horserace g. ne records, 30¢ each!
- CHRISTMAS SEALS, 25¢ per 1000!

**PLUS HUNDREDS OF OTHER SENSATIONAL BUYS!**

(Above list merely illustrates type of bargains usually found in this paper. Lists naturally change from month to month.)

### TOWER PRESS, INC.

Box 591, Lynn 448, Mass.

Canada \$3.00

O.K. Here's my \$2.00 for 1 year subscription. Rush me first copy! Include MY FREE "BUY-IT-WHOLESALE" Directory!

Name.....

Address.....

City.....State.....

Remember! Your Money Back IN FULL if the 1st issue that you receive doesn't please you!

Join this pleased and friendly group of subscribers today—by return mail.  
YOU WON'T REGRET IT!

**TOWER PRESS, INC.**

P. O. BOX 591

LYNN 448, MASS.

# YOUR MOVE, DAD!



The first frantic months of fatherhood are over. You have time now to really enjoy the new baby—and time to really think ahead.

There's plenty to think about. And lots to plan for. What kind of a Dad will you be? What kind of a provider?

One thing's sure: now you've got to earn more money! About \$500 a year more, to start with. *But how?*

Try doing what some five thousand new fathers did last year. Start preparing yourself for a better job—at home, in your spare time. **Enroll with I.C.S.**

Most of these new fathers already have job promotions, fat pay boosts. One writes, "I've

**For Real Job Security—Get an I. C. S. Diploma!**

jumped five years in one." Another reports, "I'm making \$125 more a month."

There's no magic in I.C.S. Just sound, practical, step-by-step training. And a *method* that makes it possible to master any subject as rapidly as your time and ability permit.

You have 257 courses to choose from. Business. Technical. Engineering. All job-related. All keyed to everyday problems. Let us send you a *free sample lesson* together with two valuable books—(1) opportunities in your field and (2) "How to Succeed." No obligation—except the new one you have as a father.

The famous I.C.S. coupon is right here. **And it's your move!**

**I. C. S., Scranton 9, Penna.**

Member, National Home Study Council

## INTERNATIONAL CORRESPONDENCE SCHOOLS

ICS

**BOX 06752K, SCRANTON 15, PENNA.**

Without cost or obligation, send me "HOW to SUCCEED" and the opportunity booklet about the field BEFORE which I have marked X (plus sample lesson):

### ARCHITECTURE and BUILDING CONSTRUCTION

- ☐ Air Conditioning
- ☐ Architecture
- ☐ Arch. Drawing and Designing
- ☐ Building Contractor
- ☐ Building Estimator
- ☐ Carpentry and Millwork
- ☐ Carpenter Foreman
- ☐ Heating
- ☐ Interior Decoration
- ☐ Painting Contractor
- ☐ Plumbing
- ☐ Reading Arch. Blueprints

### ART

- ☐ Commercial Art
- ☐ Magazine & Book Illus.
- ☐ Show Card and Sign Lettering
- ☐ Sketching and Painting

### AUTOMOTIVE

- ☐ Automobiles
- ☐ Auto Body Rebuilding and Refinishing
- ☐ Auto Engine Tuneup
- ☐ Auto Technician

### AVIATION

- ☐ Aero-Engineering Technology
- ☐ Aircraft & Engine Mechanic

### BUSINESS

- ☐ Accounting
- ☐ Advertising
- ☐ Business Administration
- ☐ Business Management
- ☐ Cost Accounting
- ☐ Creative Salesmanship
- ☐ Managing a Small Business
- ☐ Professional Secretary
- ☐ Public Accounting
- ☐ Purchasing Agent
- ☐ Salesmanship
- ☐ Salesmanship and Management
- ☐ Traffic Management

### CHEMICAL

- ☐ Analytical Chemistry
- ☐ Chemical Engineering
- ☐ Chem. Lab. Technician
- ☐ Elements of Nuclear Energy
- ☐ General Chemistry
- ☐ Natural Gas Prod. and Trans.
- ☐ Petroleum Prod. and Engr.
- ☐ Professional Engineer (Chem)
- ☐ Pulp and Paper Making

### CIVIL ENGINEERING

- ☐ Civil Engineering
- ☐ Construction Engineering
- ☐ Highway Engineering
- ☐ Professional Engineer (Civil)
- ☐ Reading Struc. Blueprints
- ☐ Structural Engineering
- ☐ Surveying and Mapping

### DRAFTING

- ☐ Aircraft Drafting
- ☐ Architectural Drafting
- ☐ Drafting Machine Design
- ☐ Electrical Drafting
- ☐ Mechanical Drafting
- ☐ Sheet Metal Drafting
- ☐ Structural Drafting

### ELECTRICAL

- ☐ Electrical Engineering
- ☐ Elec. Engr. Technician
- ☐ Elec. Light and Power
- ☐ Practical Electrician
- ☐ Practical Lineman
- ☐ Professional Engineer (Elec)

### HIGH SCHOOL

- ☐ High School Diploma

- ☐ Good English
- ☐ High School Mathematics
- ☐ Short Story Writing

### LEADERSHIP

- ☐ Industrial Foremanship
- ☐ Industrial Supervision
- ☐ Personnel-Labor Relations
- ☐ Supervision

### MECHANICAL and SHOP

- ☐ Diesel Engines
- ☐ Gas-Elec. Welding
- ☐ Industrial Engineering
- ☐ Industrial Instrumentation
- ☐ Industrial Metallurgy
- ☐ Industrial Safety
- ☐ Machine Design
- ☐ Machine Shop Practice
- ☐ Mechanical Engineering
- ☐ Professional Engineer (Mech)
- ☐ Quality Control
- ☐ Reading Shop Blueprints
- ☐ Refrigeration and Air Conditioning
- ☐ Tool Design
- ☐ Tool Making

### RADIO, TELEVISION

- ☐ General Electronics Tech.

- ☐ Industrial Electronics
- ☐ High School Mathematics
- ☐ Practical Radio-TV Eng'r'g
- ☐ Practical Telephony
- ☐ Radio-TV Servicing

### RAILROAD

- ☐ Car Inspector and Air Brake
- ☐ Diesel Electrician
- ☐ Diesel Engr. and Fireman
- ☐ Diesel Locomotive

### STEAM and DIESEL POWER

- ☐ Combustion Engineering
- ☐ Power Plant Engineer
- ☐ Stationary Diesel Engr.
- ☐ Stationary Fireman

### TEXTILE

- ☐ Carding and Spinning
- ☐ Cotton Manufacture
- ☐ Cotton Warping and Weaving
- ☐ Loom Fixing Technician
- ☐ Textile Designing
- ☐ Textile Finishing & Dyeing
- ☐ Throwing
- ☐ Warping and Weaving
- ☐ Worsted Manufacturing

Name \_\_\_\_\_ Age \_\_\_\_\_ Home Address \_\_\_\_\_  
City \_\_\_\_\_ Zone \_\_\_\_\_ State \_\_\_\_\_ Working Hours \_\_\_\_\_ A.M. to P.M. \_\_\_\_\_  
Occupation \_\_\_\_\_  
Canadian residents send coupon to International Correspondence Schools, Canadian, Ltd., Montreal, Canada. . . . Special tuition rates to members of the U. S. Armed Forces.

**FREEMAN HUBBARD**  
Editor

**P. C. GRAVES**  
Associate Editor

**ANNE WILLIAMS**  
Assistant Editor

**BERNARD WHITE**  
Art Director

**BARBARA KREIMER**  
Information Booth

**STEVE MAQUIRE**  
Transit Topics

**SY REICH**  
R.R. Hobby Club

# RAILROAD MAGAZINE

THE MAGAZINE OF ADVENTUROUS RAILROADING—FOUNDED 1906

VOL. 69, NO. 1

DECEMBER 1957

50 CENTS

## ILLUSTRATED FEATURES

Photos of the Month.....	13
Gateway to the North.....	Charles M. Wilson 18
Boomers and Their Women.....	Haywire Mac 28
From Nome to Nowhere.....	Douglas C. Wernom 34
Roster of Union Pacific Motive Power.....	72

## FICTION

With the Wires Down.....	Harry Bedwell 48
--------------------------	------------------

## SHORT HAULS

Bangor & Aroostook Locomotives.....	26
Ireland's Last Electric Tramway.....	J. H. Price 27
Great Northern Electric Locomotives.....	55

## DEPARTMENTS

Mail Car.....	6, 57	Along the Iron Pike.....	56
Books of the Rails.....	33	Transit Topics.....	64
Information Booth.....	38	Railroad Hobby Club.....	76

Steins Street ferry, St. Louis, 70 years ago  
carried freight cars across the Mississippi.

Missouri Pacific Lines

**HENRY STEEGER**, Publisher  
**THOMAS HARRAGAN**, Associate Publisher  
**F. J. GLEASON**, Production Manager  
**IRA MOSHIER**, Newsstand Sales Manager  
**JOSEPH MUCCIGROSSO**, Subscription Manager

**ADV. REPRESENTATIVES**  
**Wilson & Stark**, 40 East 50th St., New York, N. Y.  
**Harley L. Ward, Inc.**, 360 North Michigan Ave., Chicago, Ill.  
**Houston & Walsh**, 111 North La Cienega Blvd., Beverly Hills, Calif.

CHANGE OF ADDRESS: POSTMASTER—Please mail Form 3579 notices to: RAILROAD, 205 East 42nd Street, New York 17, N. Y.  
Published bi-monthly by Popular Publications, Inc., at 1250 Camden Ave., S.W., Canton 6, Ohio. Editorial and executive offices, 205 East 42nd Street, New York 17, N. Y. Henry Steeger, President; John J. McVarish, Treasurer. Entered as second-class matter at the Post Office at Canton, Ohio. Copyright 1957, by Popular Publications, Inc. This issue is published simultaneously in the Dominion of Canada. Copyright under International Copyright Convention and Pan-American Copyright Conventions. All rights reserved, including the right of reproduction, in whole or in part, in any form. Title registered in U.S. Patent Office. Single copy, 30c. Subscription for U.S.A., its possessions, and Canada, \$5.00 for 12 issues. Other countries, \$6.00. When submitting manuscripts, enclose stamped, self-addressed envelope for their return, if found unacceptable. The publishers will exercise care in the handling of unsolicited manuscripts, but assume no responsibility for their return. Printed in U.S.A.

# We'll train and establish you in Your Own Business ... even if now employed!

If you have longed for the prestige and financial independence of YOUR OWN business, you can now realize this desire . . . if you can qualify for a Duraclean dealership. We are now enlarging this 27-year-old chain of independently-owned service dealerships which has rapidly grown to a world-wide service.

You must, however, be honest, diligent, and able to make a small investment in a business which we will locally assist you in establishing . . . a profession for which we will personally and quickly train you. If needed, we will help finance you.

We want to assure your success. A Duraclean dealer will train and assist you. He'll reveal the Duraclean System with his successful plan of building customers. He will work with you. This business is easy to learn . . . quickly established.

This is a sound, lifetime business that grows from REPEAT ORDERS and customer RECOMMENDATIONS. Alert dealers can gross an hourly profit of \$5.00 on own service plus \$3.00 on EACH serviceman at National Price Guide charges.



Over  
a quarter  
century of  
proven success

## Plan NOW for Future Years!

You Become an Expert in Cleaning and  
Protecting Rugs, Carpets and Upholstery!

**DURACLEAN®** (left) cleans by absorption. It eliminates scrubbing . . . soaking . . . shrinkage. Aerated foam, created by electric Foamovator, restores the natural lubrication of wool and other animal fibers in rugs and upholstery. Dirt, grease and many unsightly spots vanish. Fabrics and floor coverings are cleaned with a new consideration for their life and beauty.

This modern process avoids strong soaps and machine scrubbing! This eliminates unnecessary wear and the breaking of fibers. Fabric life is increased.

**DURACLEANING** is done in the home. Customers like this convenience. Fabrics dry in a few hours. Rug pile again stands erect and even. Brilliant colors revive. Furnishings become clean, fresh and enlivened.

**DURAPROOF®** is another year 'round service rendered in the home, office or institution—without removing furnishings. It protects upholstery, rugs, furs, clothing and auto interiors against damage by moths and carpet beetles. U. S. Government says, "Moths are present in practically every household . . . No section of country seems free from such infestations." **DURAPROOF** kills moths and carpet beetles . . . it makes materials non-eatable to both. **DURAPROOF** is the ONLY mothproof service backed by an International Money Back, 6-Year Warranty.



Easy To Learn • No Overhead Expense

### Start Full or Part Time

No experience necessary! Some dealers establish shops or an office . . . others operate from their own homes. Service may be rendered in homes, offices, hotels, theaters or institutions. Auto dealers buy their **DURACLEAN** Service to revive upholstery in used cars. Almost every building in your territory houses a potential customer needing one or both services. You enjoy big profits on both materials and labor—after paying service men.



**FIRST PROCESS IN THE FIELD TO WIN THIS IMPORTANT HONOR!** As a Duraclean dealer, your services are backed by this famous seal of quality . . . proof that Duraclean has passed the most rigorous tests. No competitor in your town can boast this seal. Customers will also see that your service has been tested and certified by the American Research & Testing Laboratories. No wonder it's so easy to get business!

### Repeat and Voluntary Orders

Demonstrations win new customers. Men with **DURACLEAN** Dealerships find **REPEAT** and **VOLUNTARY** orders become a major source of income. Customers are not merely satisfied—they are enthused with results and tell their friends and neighbors. Furniture and department stores and interior decorators turn over cleaning and moth-proofing to **DURACLEAN** Dealers. We show you 27 ways to get new customers.

### Easy Terms!

A moderate payment establishes your own business—pay balance from sales. We furnish electric machines, folders, store cards, introduction slips, sales book, demonstrators and enough

material to return your **TOTAL** investment. You can have your business operating in a very few days. Mail coupon today! No obligation.

### We Help You Grow

Our **MUTUAL COOPERATION DURACLEAN SYSTEM** gives you many unique continuous advantages: National Advertising in Life, McCall's, House & Garden, and a dozen others. Copyright and trademark protection. Certificate approves equipment and materials. Products Insurance, Six-year Warranty, Pocket Demonstrators, Sales Book, Advertising Folders & Cards, Tested Ads, Ad Cuts & Mats, Store Display Cards, Radio & TV Musical Commercials, Home Show Booth Display. Publicity Program gets **FREE** local newspaper stories, Prizes, Laboratory research and development. Monthly Magazine. "Sale-of-Dealership" Service. Annual Conventions. Behind all this is a headquarters interested in YOUR personal success. You will be amazed at the assistance you will receive as your business grows. Just ask an established dealer.

### World-Wide

Duraclean dealers' businesses have developed into a world wide organization with dealerships throughout North America, Central America and South America, as well as in Alaska, Africa, China, Israel, Bermuda, Hawaii, Switzerland, Japan, Norway, etc.

# FREE

### Booklet Tells How!

Our first letter and 16 page illustrated booklet will explain everything these modern urgently needed services, waiting market, how business grows, your large profits, easy terms and **PROTECTED** territory. Send Coupon TODAY while territory is open.

### What Dealers Say

W. Abbott: In the past seven months I have taken in over \$12,000 cleaning auto interiors.

R. H. Ritter: I seldom go under \$200.00 per week by myself.

W. A. Lookiebill: We've had 20 years of pleasant dealings. I'm 65 but am setting my sights for 20 more years.

P. Friedinger: 70% of our business is repeat . . . also get business from reference of satisfied customers.

Earl Davis: Our sales increased \$17,880 this year over last.

Leroy Ellsworth: Your advertising program certainly paid dividends for me.

M. Lassanske: My original investment was returned in about two months.

C. L. Smith: Again 1 day's work, 8 hrs. totaling over \$100.00 for my helper and I isn't bad for a country boy like me. I do not have any unusual abilities; only this, I'm equipped with the best cleaning service in the field and get well paid for my work.

R. E. Schenck: The customers I had on House & Garden ads were very pleased. Their furnishings came out beautiful.

R. Kimbrough: Finished First White House of Confederacy and am to Duraclean the Governor's Mansion.

L. B. Hayes: During my first month I grossed \$770.17.

T. Komori (Japan): We have 1,000,000 yen contract Duracleaning for U. S. Army.

More dealer comments given in our literature

## "OWN a Business" Coupon

**DURACLEAN CO., 7-705 Duraclean Bldg., Deerfield, Illinois**

Without obligation, tell me how I may enjoy a steady increasing life income in my **OWN** business. Enclose **FREE** booklet and full details.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Duraclean® Co., 7-705 Duraclean Bldg. - - Deerfield, Illinois



Back in Montreal after a local passenger run, Canadian Pacific No. 1231 gets washed down with a cleansing solution made from water and a detergent.

**C**ONTROVERSIAL COMMENTS. "Since practically all railroads are dieselized, there is not much point in printing steam rosters."—C. D. Wenmore, 320 N. Pennsylvania St., Indianapolis, Ind.

"Give us more reading matter in *Railroad Magazine* and fewer photos."—F. T. Gustafson, Kimball, S. D.

"Most of all I like the big steam action shots such as the first three *Photos of the Month* in October issue. Not interested in trolley pix or any kind of really old prints."—Charles A. Elston, RD 2, Downingtown, Pa.

"My preferences in *Railroad* are steam rosters, up-to-date facts in the *Information Booth*, and the opportunities to contact railfans in foreign countries."—Helmuth Hinze, Norderqueweg 77, Hamburg Kirchwerder, Germany.

**S**TEVE MAGUIRE, besides engaging in railfan activities and raising a family, is a magistrate at Belmar, N. J. The other day a railroad problem arose in his court. Robert Williamson, a Jersey Central conductor, was accused of blocking traffic unnecessarily. Williamson had a work train from the main line. Apparently unfamiliar with the many automatic crossing gates in the Belmar area, he had made no effort to raise the gates ahead of his train while his crew was picking up some old rails. This blocked at least six crossings and their heavy motor traffic for 15 or 20 minutes. After a hearing, our

*Transit Topics* editor fined the conductor \$25. Steve has a natural sympathy for railroad men but as a magistrate it is his duty to uphold the law. ●

**O**NE of the toughest assignments in W. R. Johnson's 47-year career with the Chicago & Eastern Illinois was ordering the last of the steam engines assembled for movement to a Chicago scrap yard. That was in 1950. Johnson was then a chief dispatcher. He retired recently. As an operator, years before, he had handed up flimsies to nearly all of the old locomotives. He issued orders to all of them during his 36 years of dispatching. And then the last order, "To the boneyard." ●

**S**TEAM-DIESEL shot on our front cover was snapped recently by Douglas Craig Wornom, who also wrote the article "From Nome to Nowhere" on page 34. His color-photo shows a Union Pacific 800-Class 4-8-4 on the head end of the combined *City of Los Angeles* and *Los Angeles Challenger* westbound out of Cheyenne yard. This powerful



D. C. Wornom

steamer was helping three diesel units to pull the long passenger train over Sherman Hill from Cheyenne to Laramie, all CTC territory.

Cheyenne is a good spot for camera

# MAIL CAR

*Running Orders, Waybills,  
and Sandhouse Gossip—from  
Railroaders, Fans, and  
the Editorial Crew*

men. It's a division point, the hub of UP activities in Wyoming, with 500 acres of yard and over 69 miles of yard track exclusive of the main line. The UP has 2,323 employees in Cheyenne. Craig made the cover shot with a Kodak Signet 35 mm. camera at 1/100 second exposure with f8 lens opening.

Our photographer-author began shooting engines and trains at age 11. "On that day," he recalls, "I was walking alongside the Southern Pacific main line at Berkeley, Calif., with a little box camera when a 4400-series GS 4-8-4 rushed by with a gleaming express train. Something inside of me clicked and a railfan was born. I've been taking rail photos ever since."

Few living railfans have traveled as far as he to get pictures. Craig has lived in every major region of the United States (currently at 454 Riverside Drive, New York City) and his files of negatives cover a wide range. Distance doesn't stop him. When Craig was 16 he hitch-hiked all the way from New York to Reno to photograph the now-abandoned Virginia & Truckee. He is as familiar with New England short lines as he is with old Western narrow-gages. On one occasion, while serving in the Army, he hitched a ride on an Air Force jet fighter from Buffalo to Denver on a leave to take pictures of Rio Grande steam power.

The hobby has led him into the Deep South and Mexico, north through Canada, Alaska, and the Yukon. His article on Nome grew out of a one-man fantrip. He recalls a time in Richmond, Va., when he was so intent on setting his camera that he didn't realize he was standing directly in the path of a high-speed passenger train with his back toward it, but he managed to leap aside, not a split-second too soon. "Since then," he says, "I've always been careful to heed safety rules."

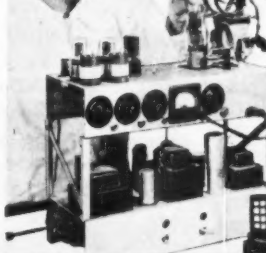
Some roads actually pulled dead steam power out of the roundhouses to

## You Practice SERVICING with Kits NRI Sends



Right now, a solid, proven field of opportunity for good pay is servicing the millions of Television and Radio sets now in use. With NRI's Servicing Course, *without extra charge*, you get NRI kits developed especially to give actual practice with Television-Radio equipment. You build, test, experiment with actual Television-Radio receiver circuits; build, use testing equipment. All equipment is yours to keep.

## You Practice BROADCASTING with Kits NRI Sends



Clearly written NRI lessons teach TV-Radio-Electronics principles. Right in your own home, during spare time, you gain knowledge, get confidence building experience, develop skills needed to get and hold jobs in this vast industry. As part of NRI communications training you build low-power Broadcasting Transmitter, other equipment; train for your FCC Commercial Operator's license. You learn by doing.

# I Will Train You at Home in Spare Time to be a TELEVISION-RADIO Technician



## TELEVISION Making Jobs, Prosperity

A steady stream of new electronic products is increasing opportunities for TV-Radio Technicians. The millions of Television and Radio sets now in use need servicing. Hundreds of TV and Radio stations on the air offer interesting jobs for Operators and Technicians.



**J. E. SMITH,**  
Founder, National  
Radio Institute  
Over 40 Years' Experience  
Training Ambitious Men

## America's Fast Growing Industry Offers You Good Pay, Success

People look up to and depend on the Technician, more than ever before. His opportunities are great, and are increasing. Become a TV-Radio Technician. At home and in your spare time, you can learn to do this interesting, satisfying work—qualify for important pay. NRI is America's oldest and largest home study TV-Radio school with over 40 years' experience and thousands of successful graduates. NRI methods are tested, proved. Successful graduates are everywhere.

## Technical Know-How Brings Better Pay, Advancement

### NRI TRAINED THESE MEN



"My income has steadily increased in Radio. I have advanced to Chief Engineer of TV Station KTVI."—  
**A. H. SMITH**, Sioux City, Iowa

"Fix sets part time in my shop. Made about \$500 first three months of the year. Could have more but this is about all I can handle."—  
**FRANK BORER**, Lorain, O.



"I've come a long way in Radio and Television since graduating. Have my own business on Main Street."—  
**JOE TRAVERS**, Asbury Park, New Jersey.

"Before finishing the NRI course I was employed as Studio Engineer at KMMJ. I am now announcing."—  
**BILL DELZELL**, Grand Island, Nebraska.



New electronic products are boosting the need for more and more trained TV-Radio Technicians. Of-

fices, plants, homes everywhere—are obliged to buy their knowledge and services. For instance, transistor Radios, Color TV, Hi-Fi, were unknown a few years ago. Guided missiles, computing machines, automation would not be possible without this miracle science—Electronics. Police, Aviation, Mobile Two-Way Radio are expanding. The military services reward qualified Technicians with higher rank and pay. To ambitious men everywhere, here is rich promise of fascinating jobs, satisfaction and prestige, increasing personal prosperity.



## Start Soon to Make \$10, \$15 a Week Extra Fixing Sets

NRI students find it easy and profitable to start fixing sets for neighbors and friends a few months after enrolling. Use the Tester built with parts NRI furnishes to locate and correct TV-Radio receiver troubles. Picking up \$10, \$15 and more a week gives substantial extra spending money. Many who start in spare time, soon build full time TV-Radio businesses.

## Mail Coupon — Find Out What Television-Radio Offer You

You don't have to know anything about electricity or Radio to understand and succeed with NRI courses. And you train in your own home—keep your present job while learning. NRI has developed simplified, practical training methods. Ambitious men can get ahead fast. Many successful NRI men did not finish high school. Mailing the coupon can be one of the most important acts of your life. Do it now. Reasonable tuition, on low monthly payments. Let us send you an actual lesson FREE. Judge for yourself how easy it is to learn. A 64-page catalog gives details of opportunities and training. Address: **NATIONAL RADIO INSTITUTE, Dept. 7MR4, Washington 16, D. C.**

## Good for Both—FREE

**NATIONAL RADIO INSTITUTE,**

Dept. 7MR4 Washington 16, D. C.

Mail me Sample Lesson and 64-page Book, FREE.  
(No salesman will call. Please write plainly.)

Name \_\_\_\_\_ Age \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Zone \_\_\_\_\_ State \_\_\_\_\_

ACCREDITED MEMBER NATIONAL HOME STUDY COUNCIL

The ABC's of  
SERVICING

Job and Career  
Opportunities  
for  
RADIO-TV  
TECHNICIANS

**Mail Today—Tested Way to Better Pay**

pose for him. Craig has often ridden engine cabs to get action shots from the head end. A college grad with a B.A. degree in English-journalism, his ambition is to work for a big railroad in public relations or passenger sales service.

"Dieselization," he says, "has not reduced my interest in railroading or rail photography."

One of his best shots shows a New York Central diesel-powered freight roaring through Utica at dawn. The rising sun is a dramatic background. ●

**J**OE EASLEY pictured a switch-stand with two separate locks, one for the Pennsy, the other for the DT&I, in *Along the Iron Pike* for Aug. '57. "That was not unique," writes Harry L. Britzius, 6135 S.W. Kelly Ave., Portland, Ore. "Before I retired in 1939 we had similar arrangements on the Great Northern's Butte Division on certain districts where the GN and the Milwaukee used the same track. At Laurel, Mont., there were *three* locks on each switch, for the GN, the Northern Pacific, and the Burlington." ●

**A** PROBLEM seldom written about is plaguing the railroads. For example, the Long Island, with 7000 employees, has 286 who have run up about \$86,500 in debts for which the com-

pany must handle payments. The number of LIRR workers involved has quadrupled from the 66 who had wage assignments or garnishments against them four years ago.

John J. Gaherin, personnel manager, estimates that it costs the road an average of \$20 for each \$100 indebtedness to pay employees' creditors. The company is clamping down on this. Hereafter, anyone who incurs a garnishment or assignment will be given 60 days to clear it up or be taken out of service. For the second offense the employee will get a 30-day deadline. And if it happens a third time, out he goes at once.

Most of the trouble stems from time payments and charge accounts. The victim plunges in too deeply, a new expense comes up, and he can't meet the old payments. ●

**S**IGNS OF THE TIMES. The Southern Pacific is dismantling an old turntable at Denison, Texas. It is not needed for diesel locomotives, which have controls at both ends and are not turned at the end of the line.

British Railways recently introduced a new phase of rail travel when, for the first time, they operated an excursion train permanently equipped with closed-circuit television broadcasting apparatus, according to G. F. Luther, resident vice president for North America. The

train was on a London-Glasgow run, 11 specially equipped cars. A caboose that carried a special generator supplied the electric power.

A bill regulating track motor cars has just been signed into law by Oklahoma's Governor Gary, requiring railroads to equip the cars with a top to shield employees from the weather and also to provide electric windshield wipers, reports Robert J. Bruhin, Ada, Okla.

The first completely standardized export locomotive destined for service on a foreign railroad is en route to Chile from General Electric's locomotive plant at Erie, Pa. She is one of a new universal-type diesel-electrics designed to operate all over the world.

California's State Legislature recently passed a bill to take the word *steam* out of the law's description of a qualified locomotive engineer or fireman.

British Railways' fastest regular non-stop schedule is that of *The Bristolian*, running between London (Paddington) and Bristol, 118.4 miles, at an average of 67 miles per hour. The train attains its maximum speed, 100 mph, at Dauntsey (Wiltshire). Normally it is hauled by a King class 4-6-0.

The 202 members of a Northbrook, Ill., high-school graduating class, with

Attaining 100 mph. top speed, *The Bristolian* has the fastest, non-stop, regular schedule of all British Railways trains. Her King Class loco, built at Swindon, has 78-inch driving wheels, 16½x28-inch cylinders, 40,300 pounds tractive effort.



British Railways (Western Region)

Get into

# TELEVISION RADIO-ELECTRONICS



## LEARN ALL 8 PHASES BY SHOP METHOD

1. Television . . . including Color TV
2. Radio . . . AM, FM
3. Industrial Electronics
4. Communications

## OF THE INDUSTRY HOME TRAINING

5. Sound Recording & Hi-Fidelity
6. Automation
7. FCC License Preparation
6. Radar & Micro Waves

Let National Schools of Los Angeles, a Practical-Resident Technical School for over 50 years, train you at home by Shop-Method for unlimited opportunities in All phases of TV Electronics, Radio.

**You get 19 big kits  
of equipment!**

## GOOD JOBS . . . MORE MONEY SECURITY . . . ALL CAN BE YOURS

YOU are needed in the great modern Television-Electronics industry. Trained technicians are in growing demand, at excellent pay, in sales and service, manufacturing, broadcasting, telecasting, communications, research, and many other important branches of the field. National Schools Master Shop-Method Training, with newly added lessons and equipment prepares you in your spare time right in your own home for these fascinating opportunities. **OUR OUTSTANDING METHOD IS PROVED BY THE SUCCESS OF GRADUATES ALL OVER THE WORLD!**

### YOUR TRAINING IS ALL INCLUSIVE

We prepare you for a long list of job opportunities. Thousands of TV and Radio receivers are being sold every day—more than ever before. And, now, Color TV is here. Applications of Electronics in industry—**AUTOMATION**—are growing in tremendous strides. The whole field is alive—opening up new, important jobs rapidly. National Schools complete training program qualifies you in all phases of the industry.

### YOU EARN WHILE YOU LEARN

Many students pay for their entire training—and more—with spare time earning. We'll show you how you can, too! Early in your course you receive material that shows you how to earn extra money servicing TV and Radio receivers, appliances, etc., for friends and acquaintances.

DECEMBER, 1957

### YOU GET EVERYTHING YOU NEED

Clear, profusely illustrated lessons, shop-tested manuals, modern circuit diagrams, practical job projects—all the valuable equipment shown above—many other materials and services—consultation privilege with our qualified staff, and Graduate Employment Service. **EVERYTHING YOU NEED** for outstanding success in Electronics.

### INDUSTRY NEEDS YOU. NATIONAL SCHOOLS WILL TRAIN YOU. SEND FOR FACTS TODAY NO OBLIGATION.

**YOU LEARN BY SHOP METHOD . . .** you do servicing, circuit analysis, and do over 100 down-to-earth experiments. You build a Superhet Receiver and a modern TV Receiver, from the ground up, including a new, big screen picture tube. You also receive a professional, factory-made **MULTI-TESTER**. All of this standard equipment is yours to keep . . . at just one low tuition.

### RESIDENT TRAINING AT LOS ANGELES

If you wish to take your training in our Resident School at Los Angeles, the world's TV capital, start NOW in our big, modern Shops, Labs and Radio-TV Studios. Here you work with latest Electronic equipment . . . professionally installed . . . finest, most complete facilities offered by any school. Expert, friendly instructors. Personal attention. Graduate Employment Service. Help in finding home near school . . . and part time job while you learn. Check box in coupon for full information.

Approved for  
GI Training



**NATIONAL SCHOOLS**  
LOS ANGELES 37, CALIF.

**FREE!  
VALUABLE BOOK  
& SAMPLE LESSON**  
— Just Send  
Coupon!



## NATIONAL SCHOOLS

TECHNICAL TRADE TRAINING SINCE 1905  
LOS ANGELES 37, CALIFORNIA

### GET FAST SERVICE—MAIL NOW TO.

NATIONAL SCHOOLS, DEPT. R3F-117

4000 S. FIGUEROA ST.  
LOS ANGELES 37, CALIF.  
Rush free TV-Radio "Opportunity" Book and sample lesson. No salesman will call.

NAME \_\_\_\_\_ AGE \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ ZONE \_\_\_\_\_ STATE \_\_\_\_\_

☐ Check if interested ONLY in Resident School training at Los Angeles.  
VETERANS: Give date of Discharge \_\_\_\_\_

50 other teen-agers brought along as dates, were given a nice commencement gift by their parents—a ride in a special train chartered from the Milwaukee Road. While the five-car train was burnishing the rails, many of the grads engaged in rock and roll dancing to tape-recorded music in the baggage car equipped with a waxed plywood floor.

"Pardon my dust" is becoming an obsolete phrase on the Long Island. During a recent drought the LIRR used 20,000 gallons of lightweight oil to spray the roadbed at stations and grade crossings. This kept passengers waiting on depot platforms from being engulfed by dust clouds as express trains roared past.

One Sunday last summer, for the first time in more than 30 years, a Long Island passenger train made a scheduled stop at Vandever Park station (not far from Ebbs Field, home of the Brooklyn Dodgers) on a freight-only line. The eight-car baseball special had run non-stop from East Hampton, 106 miles away.

Standardization is the modern trend. The other day Pullman Standard Car Mfg. Co. turned out its 10,000th covered hopper car, all built from practically the same blueprints.

The \$400 million spent by the B&O during the past decade to develop the area of Martinsville, W. Va., if converted into silver dollars, would fill four average trainloads of gondola cars.

*Railroad Magazine's* oldest subscriber, so far as we know, is Albert M. Hennel, age 96, of 5616 Homeside Ave., Los Angeles, Calif. He spent 48½ years in Pennsy telegraph service. ●

**S**OME readers will remember the British locomotive No. 600, *King George V*, a four-cylinder 4-6-0 type from the former Great Western Railway which was exhibited at the Baltimore & Ohio's Fair of the Iron Horse in 1927.

"That engine is now 30 years old and still proudly carries the bell the B&O presented in 1927," writes Arthur J. Richards, 21 Briarfield Rd., Tyseley, Birmingham, England. "No other British locomotive has a bell. It speaks well for Swindon design that the 30-year-old King class still ranks high among the best express passenger engines in Britain today. In fact, the

B&O incorporated a few King features, including the Swindon copper-capped stack, into its 4-6-2 President class.

"British Railways claim the world's speed record for steam traction because a London & North Eastern streamlined Greeley Pacific; the *Mallard*, attained a top speed of 126 miles an hour in 1938. A bronze plaque commemorating this achievement has been affixed to the *Mallard*. It would



Miss Thelma Whitehouse, in her new brown uniform, is the British Railways' first woman hired as a rail-travel adviser.  
British Railways

appear, however, from Freeman Hubbard's article in *Railroad Magazine* (Aug. '57) that the Pennsy's 7002 did slightly better in 1905. I want to hear from Pennsy and B&O fans and would like to get a photo of the 7002."

(NOTE from Freeman Hubbard, editor: The *Mallard* made a superb run. We will publish details and a photo in the near future.)

**B**ACK in 1912, when I was working on the Lake Shore & Michigan Southern," writes Jesse M. Grigg, 5951 S. Tripp Ave., Chicago, Ill., "I had some colorful experiences in the Telegraph Department gang, working with a motor car over the road from Chicago almost to Cleveland. Week-ends I rode engines of some of the fast ones, occasionally from necessity, as my pass was good in all engine cabs but not on all cushions.

"For ballast scorching you should have seen Second No. 4, a train of

mail cars that First No. 4 had left at LaSalle Street. Maybe an hour behind and running to overtake the First at Toledo, it put the First's mile-a-minute in the shade.

"But the spectacle of speed over a fine roadbed is nothing to the sight of speed on a streak of rust. I think back to the daredevil antics of a certain work-train crew in my days as student operator on the Jack Line (Jacksonville & St. Louis). Though I could barely make out through the dust cloud a swaying Eight-wheeler and a boxcar-caboose with dope boxes blazing. I knew from what the wires said that it was John Carroll and his 'Cap' Reno going home for the week-end. Carroll was the wildest runner I ever knew, yet only a few years ago he was still on an engine." ●

**M**EET Barbara Haskell, the 16-year-old daughter of Engineer Lewis A. Haskell, who has been 40 years with the Maine Central. Her Uncle Jack was a Bangor & Aroostook conductor. Barbara lives at RFD 2, Bangor, Maine, and is a member of her high school's National Honor Society. Ambition: Social service work with teenagers.



Barbara Haskell

Her father is a man of few words. We wish he would tell us about the January day in 1921 when his train was stalled in a snowdrift for 18 hours at Etna, Maine, with nothing to eat. The details would be interesting. We know that his crew eventually found a farmhouse about a quarter-mile away and "feasted" on tea, bread, and butter. This is all we know of an event that must have been page 1 news in 1921.

If Mr. Haskell were inclined to talk he could also tell us about January 13, 1947, when he and his firemen were taking a locomotive from Bangor to Waterville for repairs—but never got there. Crown-sheet dropped out, engine blew up. No casualties. ●

**A**BOUT 60 years ago L. P. James, a sawmill proprietor of Sibley, Ga., had two weaknesses: his trim little Eight-wheeler and the county in which he lived. He would hire on the spot any

(Continued on page 57)

## 1957 WINNER INDIANAPOLIS

**SAM HANKS, famous race driver and mechanic says:**  
**"I'd like a NATIONAL SCHOOLS**  
**trained mechanic on my crew anytime!**  
**Any employer would!"**

Few racing drivers are as qualified to advise future mechanics as Sam Hanks, who builds and repairs his own racing cars. He holds the American Closed Course record (182.554 m.p.h.) and a host of state and national titles, including the National Midget Championship in '49 and the National A.A.A. crown in '53. At Indianapolis, he placed third in '52 and '53 last year, he was runner-up.

# MASTER ALL ENGINES IN ONE MODERN, SHOP-METHOD HOME TRAINING COURSE AUTO-MECHANICS & DIESEL

"NUMBER ONE COURSE IN ITS FIELD," says Sam Hanks, who predicts bright future for men who clip coupon now.

"I've worked alongside National Schools Trained mechanics," reports Sam Hanks. "They're top-notch mechanics, up on the newest advances in automotive engines — even diesel jobs and fuel injection never faze them. That kind of all-around training really *pays off* — no matter where you work. And take it from me, National Schools Trained mechanics are in big demand everywhere. They command top pay, because they learned how to repair fast and right the first time. Do I recommend National Schools Home Training in Auto Mechanics & Diesel? You bet I do."

**Prove it to yourself, Men.** National Schools of Los Angeles, a leader since 1905, brings its famous training shops into your home — gives you everything you need to make more money in today's big, opportunity filled Auto-Mechanics & Diesel industry.

**Earn as you learn.** We show you how. Easy to understand lessons, diagrams, manuals. Free Placement Assistance.

APPROVED FOR G. I. TRAINING



Home of National Schools' world-famous Shops

### RESIDENT TRAINING AT LOS ANGELES

If you wish to take your training in our Resident School at Los Angeles, start NOW in our big, modern Shops and Labs. work with the latest Auto and Diesel engines — all types — fuel injection, automatic transmissions, all power equipment — most complete facilities offered by any school. Expert, friendly instructors. Graduate Employment Service. Help in finding home near school—and part time job while you learn. Check coupon for information.

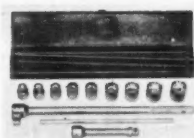
**YOU GET AND KEEP ALL THIS EQUIPMENT!**



Complete set of professional Tools and All-Metal Tool Box. Same top-quality equipment used by expert mechanics everywhere. Use them, display them proudly.



"Motor Analyzing Set" contains Standard Engine Vacuum Fuel Pump Tester, Remote Starter Switch, Modern Timing Light, Standard Compression Tester. Plus compact carrying case & instructions.



Top-quality Socket Wrench with Fittings. Real professional tools you'll use during your lifetime career in repairing, all types of engines, from foreign cars to big diesel jobs.

- COURSE COVERS**
- All engines
  - Fuel injection
  - Automatic Transmissions
  - Overhauling
  - Customizing
  - Servicing
  - Maintenance

- PREPARES YOU FOR:**
- Auto-mechanic jobs
  - Airplane mechanics
  - Farm machinery repair
  - All diesel jobs
  - Experimental Labs
  - Government work
  - Engine specialist
  - All-around mechanic

**GET THE BENEFITS OF OUR 50 YEARS' EXPERIENCE!**



**NATIONAL SCHOOLS**  
 LOS ANGELES 37, CALIF.

## NATIONAL SCHOOLS

TECHNICAL TRADE TRAINING SINCE 1905  
 LOS ANGELES 37, CALIFORNIA

NATIONAL SCHOOLS, Dept 037-117

MAIL NOW TO

4000 S. FIGUEROA ST.  
 LOS ANGELES 37, CALIF.

Send for FREE Auto-Diesel Opportunity Book and Sample Lesson.

NAME \_\_\_\_\_ AGE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ ZONE \_\_\_\_\_ STATE \_\_\_\_\_

☐ Check if interested ONLY in Resident School training at Los Angeles.  
 VETERANS: Give date of Discharge \_\_\_\_\_

**FREE!**  
 VALUABLE BOOK & SAMPLE LESSON  
 — Just Send Coupon!



# SPARK A SURE-FIRE CAREER FOR YOURSELF IN AUTO MECHANICS



**"The auto industry is now short 100,000 mechanics"**



A national magazine recently said that "100,000 mechanics are needed by the motor industry. If you qualify, you can go straight to the top." The vice-president of a famous auto plant added, "Craftsmen and mechanics are needed. The auto industry is now short 100,000 mechanics... Technicians not only have excellent security but can count on good pay and promotion."

The demand for mechanics is terrific because there are over 62 million cars and trucks on the road... one-third in the heavy-repair class. Also, the industry produces about 7 million new vehicles each year, all of which need periodic service. Get your share of the pay, the prestige, the security that this giant industry offers!

## Add to Your Income—Make Money as You Train

Soon after they enroll, many students do repair work for profit. Some fix cars "on their own," others get part-time jobs in local shops. Students add extra dollars to their regular income this way. They buy shop equipment, pay their tuition, and sometimes save enough to put in the bank. Quite a number get full-time job offers while training, and some even open a small shop. CTI's famous Shop-Method Home Training Plan encourages students to start on actual repair work—gives them the confidence and basic know-how to go ahead—and to get ahead. Remember, you can keep yourself busy by just concentrating on tune-up work. Of course, you learn every phase of mechanics as a CTI student.

## GO INTO BUSINESS FOR YOURSELF



As a skilled mechanic, you can earn good pay and work steady. But if you want to be your own boss, what's to stop you from owning a shop of your own? Mail coupon for information.

Commercial Trades Institute  
Chicago 26, Ill.

**Mail Now for 2 Free Books**

## CTI Will Train You at Home for a Good Job and Top Pay

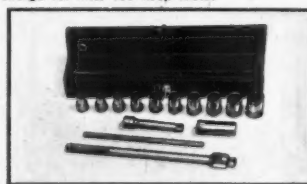
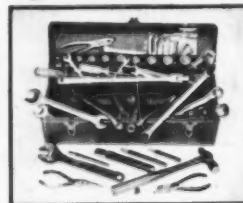
You don't have to put up with an ordinary job... with average pay... *with work that earns you no recognition.* Not when America needs over 100,000 newly-trained mechanics—not when skilled men earn top wages, work steady, enjoy security! It's easy to break into America's No. 1 industry. You can learn this respected trade without wasting years as a low-pay apprentice—without attending a resident school. You can learn right in your own home—in your spare time. Thousands of men with no previous training have done it—and you can, too. Want proof? We'll send the facts if you'll just fill out and mail coupon below.

## Learn By Practicing with Tune-Up Kit and Tools



CTI instruction is easy to understand, well illustrated. And you can get practical experience as you learn. As part of your training, you receive an Engine Tune-Up Kit and mechanic's tools, including socket set (see photos.) Included are these professional testing instruments: Compression Tester; Vacuum Gauge & Fuel Pump Tester; Ignition Timing Light; portable steel case.

\* All CTI kits are of finest quality—the kind that experienced mechanics use. No extra charge for kits. You keep them.



**DIESEL MECHANICS OR BODY & FENDER REBUILDING** instruction is included with your training in Auto Mechanics—at no extra cost. Only CTI offers you this generous choice. The CTI plan rounds out your training in the motor field—gives you an extra measure of potential earning power. Mail coupon today.

## COMMERCIAL TRADES INSTITUTE

1400 GREENLEAF AVENUE  
CHICAGO 26, ILLINOIS

DEPT. A-637

Mail me your two opportunity booklets: *Big Money in Auto Mechanics*; and *Sample Lesson*. Both are FREE.

Name \_\_\_\_\_ Age \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Zone \_\_\_\_\_ State \_\_\_\_\_

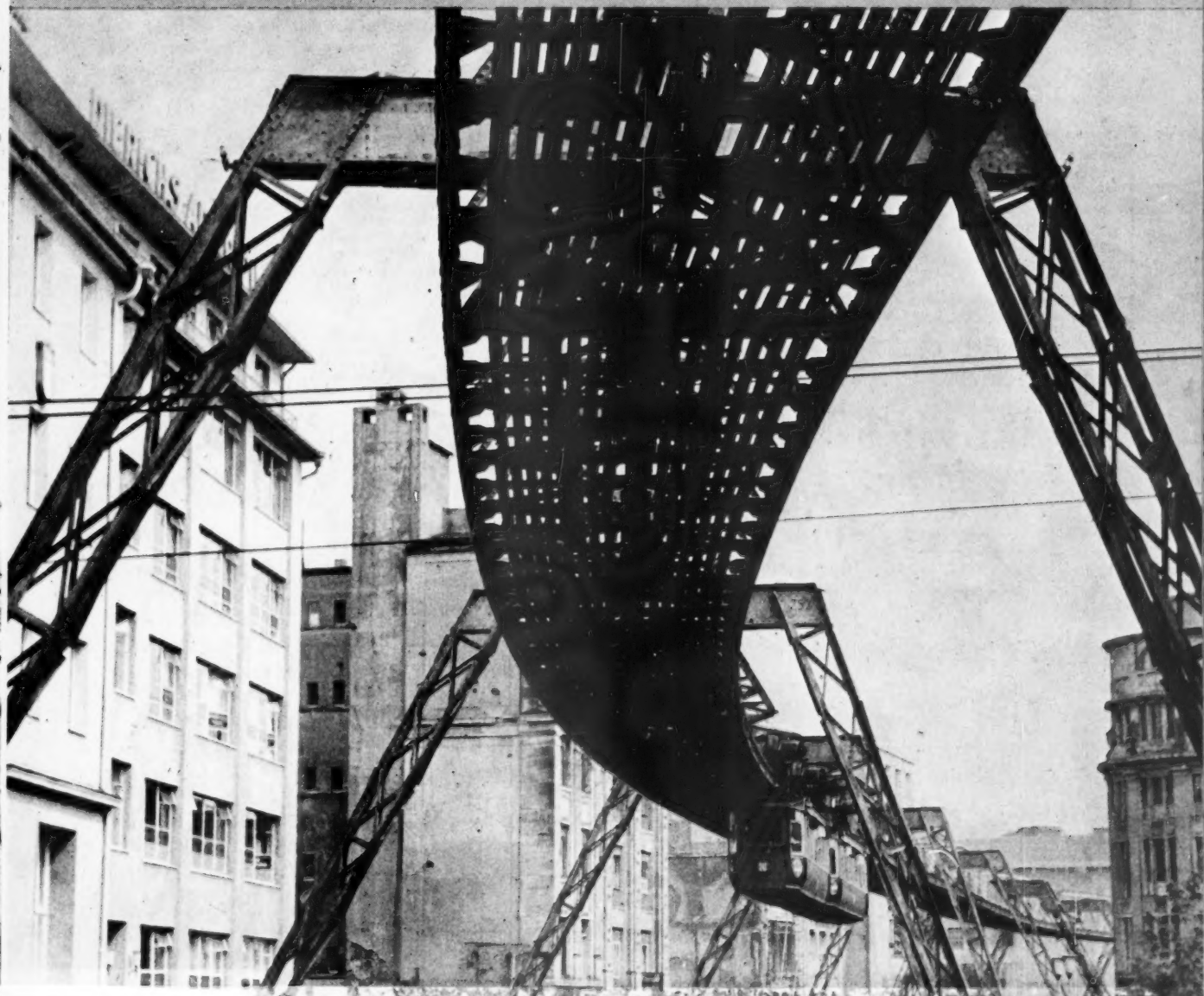


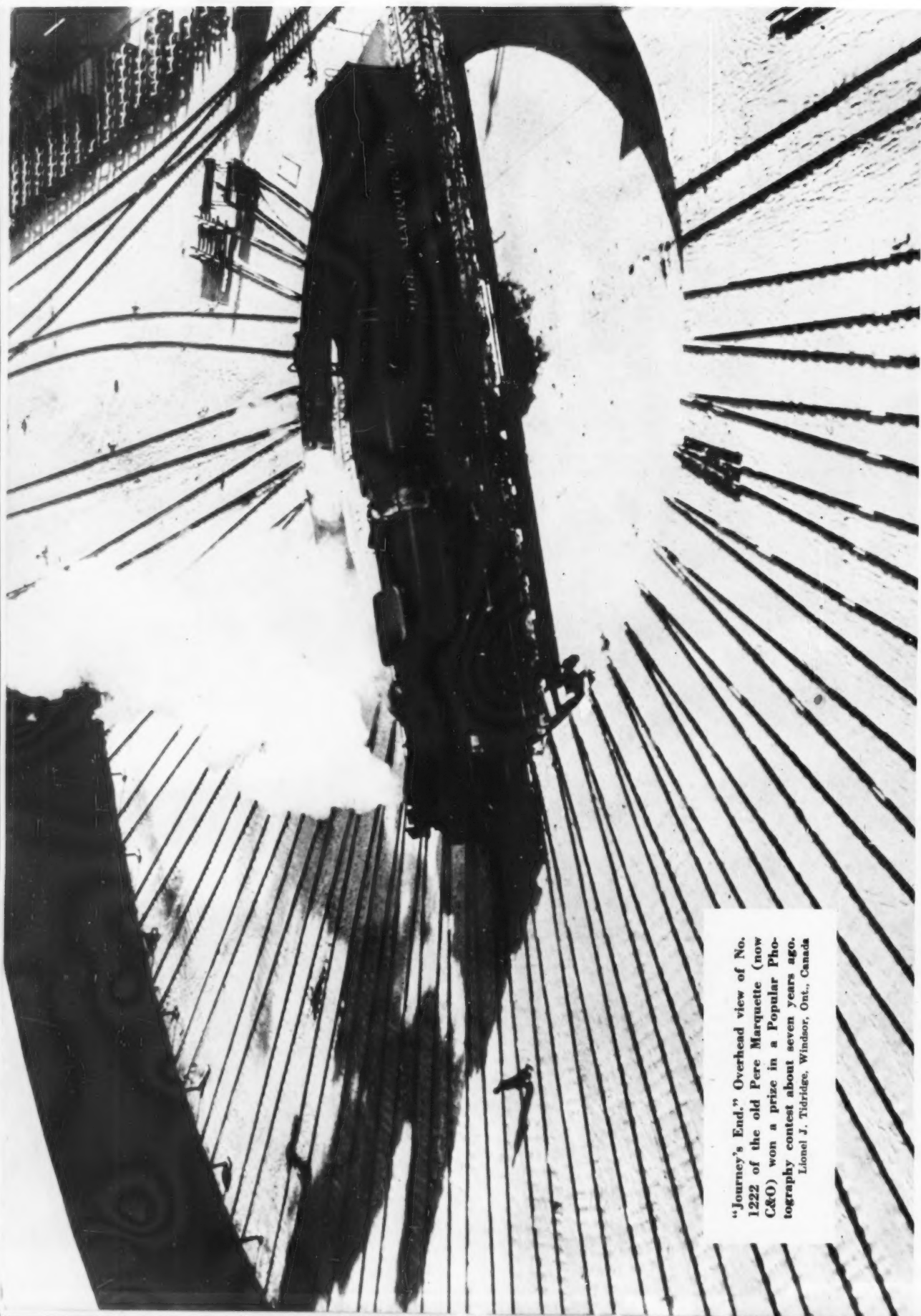
RAILROAD

# Photos of the Month

Elizabeth Mensies and R. B. Green, Princeton, N. J.

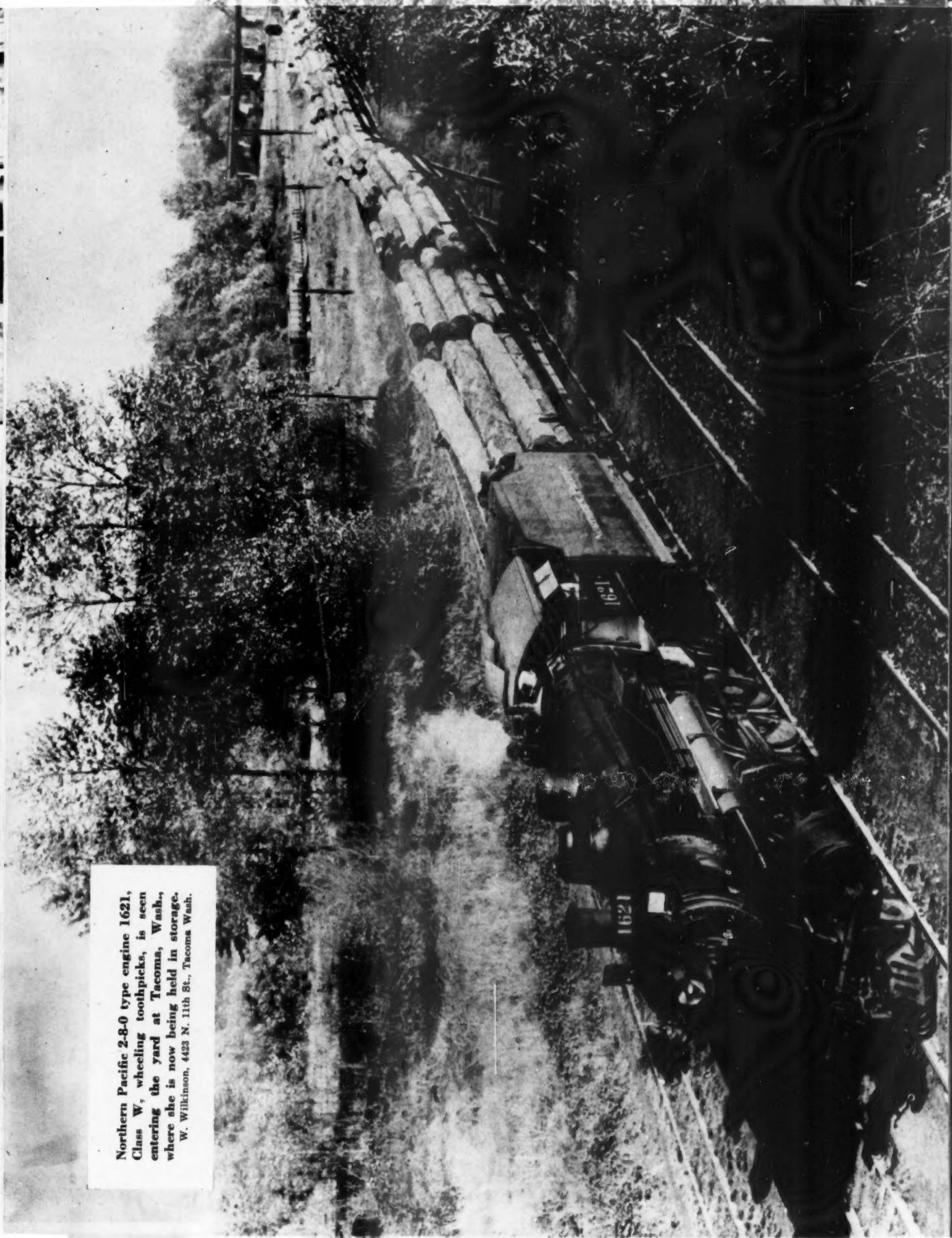
Two monorail trains, each consisting of two wooden coaches electrically propelled, ride separate rails in opposite directions high above the Wupper River in Germany. Supporting girdles straddle the river between Oberbarmen and Vohwinkel. Trains swing around curves at high speed with no fear of derailment. The 20 stations, high up in city buildings, remind you of mouse-holes. You walk up to them—no elevators or escalators. The *Schwebebahn* (German word for *monorail*) was built between 1898 and 1903. Its cars are crowded during rush hours. The entire run of 10 miles each way takes 34 minutes.

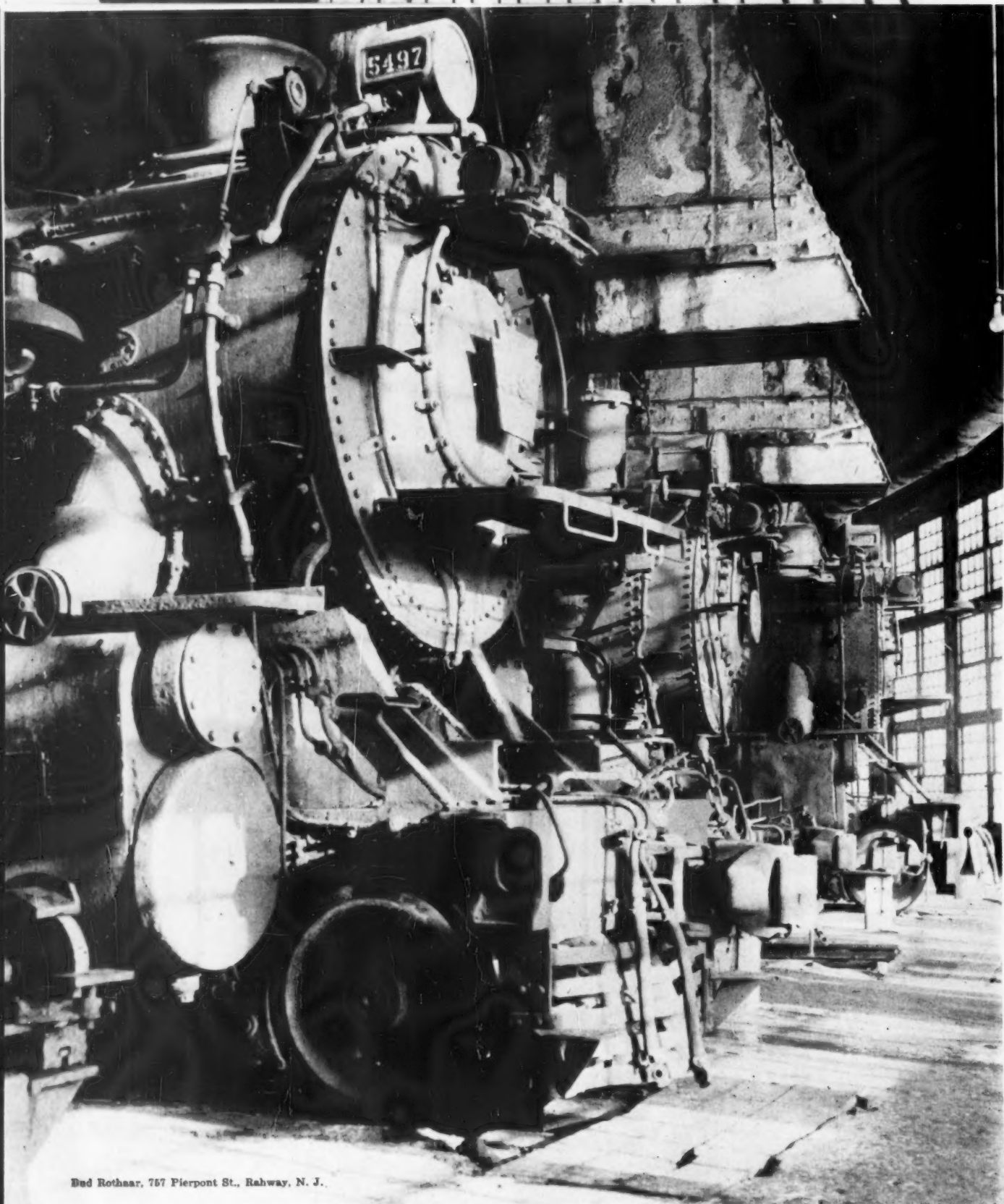




"Journey's End." Overhead view of No. 1222 of the old Pere Marquette (now C&O) won a prize in a Popular Photography contest about seven years ago.  
Lionel J. Tidridge, Windsor, Ont., Canada

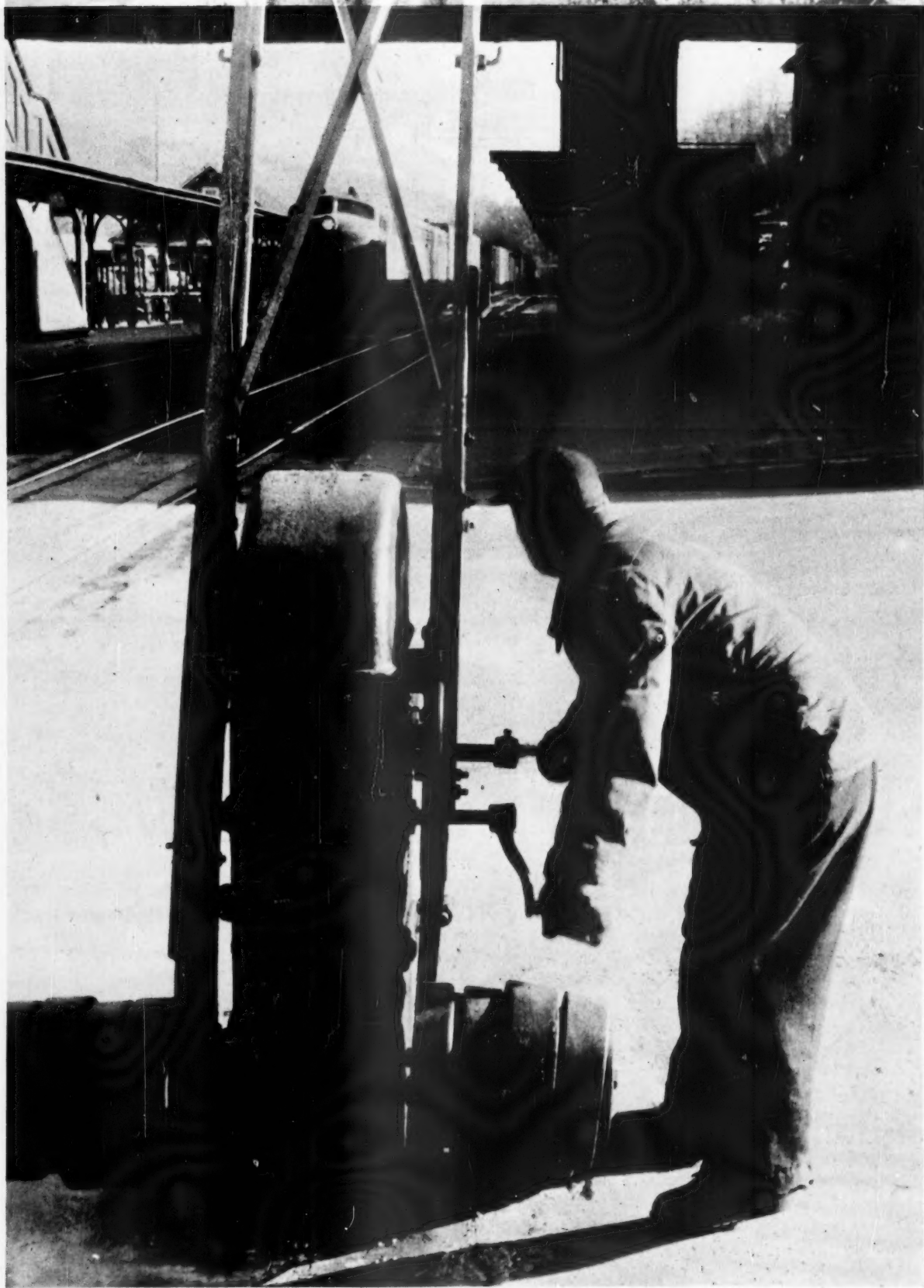
Northern Pacific 2-8-0 type engine 1621, Class W, wheeling toothpicks, is seen entering the yard at Tacoma, Wash., where she is now being held in storage.  
W. Wilkinson, 423 N. 11th St., Tacoma Wash.





Bud Rothaar, 767 Pierpont St., Rahway, N. J.

A quiet autumn afternoon in the sometimes-busy roundhouse of the Pennsylvania-Reading Seashore Lines, Camden, N. J.



David Plowden, 1239 Madison Ave., New York City

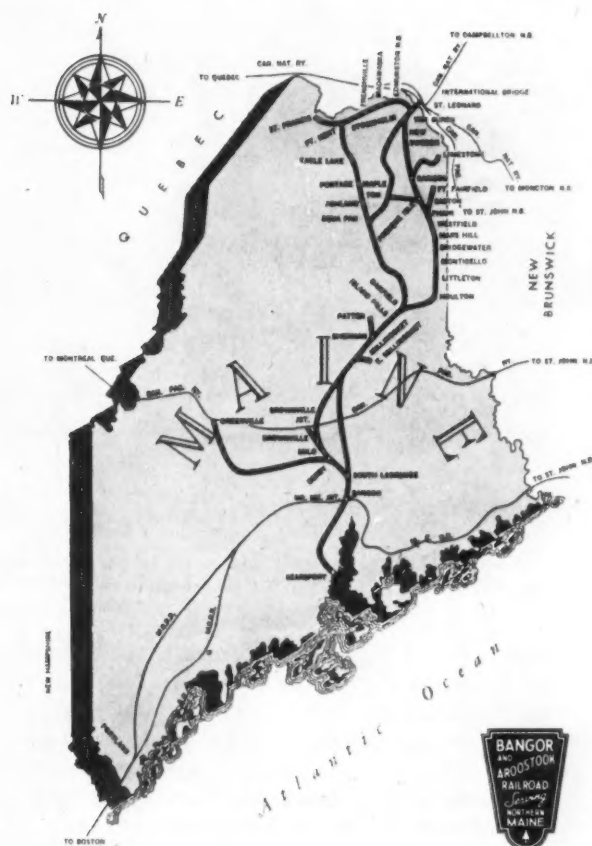
Boston & Maine diesel No. 4260 pulls freight train SP-1 into Brattleboro, Vermont, en route to White River Junction.  
DECEMBER, 1957



# Gateway to the North

by Charles Morrow Wilson

All photos from Bangor & Aroostook  
Railroad unless otherwise marked



*A One-State Railroad, Over 600 Miles, the Bangor & Aroostook  
Has Snow-Fighting Difficulties That Call for Yankee Courage and Ingenuity  
and It Boasts a Moderate-Priced Dining-Car Service Headed by a Woman*

**T**HOUGH the Bangor & Aroostook operates 602 miles of track, every foot is in the State of Maine, while more than half its total mileage is located in one county, Aroostook. It is officially designated BAR, instead of B&A, to distinguish it from the Boston & Albany.

The farthest north railroad in the United States, it works courageously through winters which are sometimes colder and snowier than those of Alaska. Yet at its ocean pier terminal in Searsport it often loads on tropical products such as sugar, bananas, even coconuts.

BAR is also the country's farthest

◀ Last step in dieselization of BAR:  
Nine steamers en route from the  
Derby shops to undergo scrapping.

east railroad, except for the Maine Central, and Mt. Katahdin, on its lines, is the first point of American soil touched by morning sun.

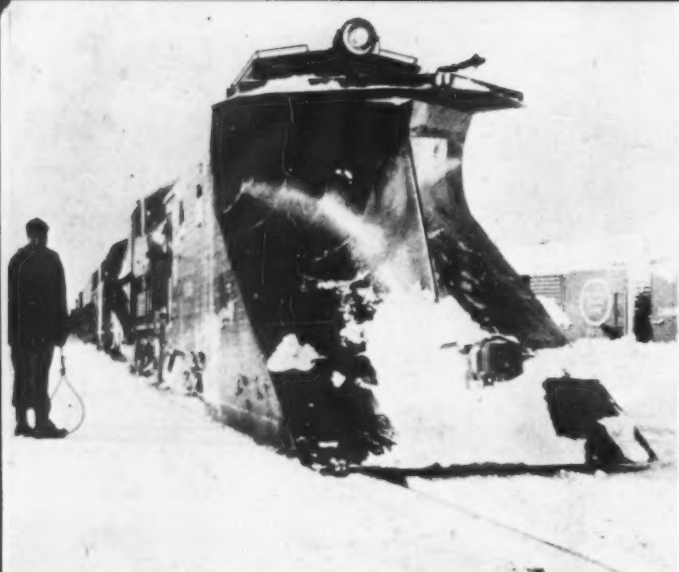
Even more oddly, the railroad's entire Northern Division is a switching operation—a relatively little road with the biggest switching yard on earth!

The BAR has seven different sizes of rail, ranging from 70 pounds per yard to 115. A lot of traffic rides that steel, enough to provide 1,500 good paying jobs for employees, and a gross income of around \$16 million a year. What other roads call a Traffic Department is, on the Bangor & Aroostook, a Sales Department. It's fifty station agents act in the capacity of salesmen, with six sales supervisors

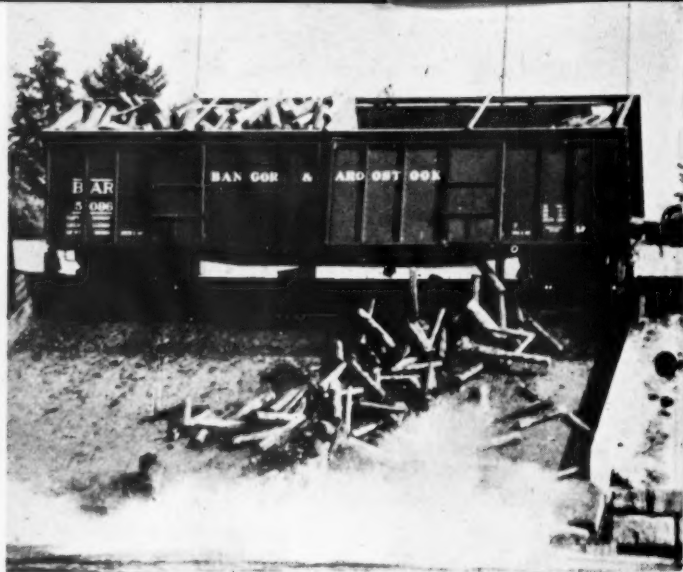
and a Harvard professor teaching them salesmanship.

Moreover, the BAR is the only railroad with a female dining-car superintendent, Mrs. Doris C. Rosen. But more about her later.

On most roads the sleeping cars belong to and are operated by the Pullman Company, but this one owns its "stock" and lets Pullman operate them. And, except for the Santa Fe, it has built up the world's largest fleet of railroad-owned *heated* freight cars. Seven years ago the Aroostook line pioneered in the "seasonal leasing" of diesel locomotives. The great potato rush is a winter affair and reaches its peak in February and March. So the BAR can easily spare the dozen or so



In Maine, when the mercury falls to 40 below, diesels wheel the snowplows just as the steam locomotives used to do.



Pulpwood tops BAR freight. The railroad and Great Northern Paper Co. jointly developed new type side-dump cars.

diesels that it leases to the Pennsy each summer for iron-ore traffic on the Great Lakes.

The average diesel's work day is about 11 hours, but on the "Gateway to the North" it is almost twice that long. Diesels handle the locals and switching jobs in daytime and pair up to haul the big through freights at night. Thus an average of some 42 diesel units do the work that 71 steamers used to do, and at about half the maintenance cost. However, even while BAR was becoming dieselized it was developing and putting into service "steam generator cars" to order to have steam available when needed, which is practically all the time.

In changing over from steam locomotives to diesel, most railroads closed out their roundhouses and steam repair shops. BAR merely converted its vast steam shop to a machine-tool subcontracting plant, which not only saves the men's jobs but brings in a nice profit.

**S**PEAKING of profits, the Aroostook line has another distinction. Whenever the Interstate Commerce Commission authorizes a freight-rate increase, the average carrier grabs it like a hen eating a June bug. This is not necessarily the case in the Pine Tree State. The ICC has granted three successive rate increases on

spuds; but the BAR management is fully aware that potato haulage is the road's bread and butter, and in order to avoid harming potato farmers, they only nibbled at the allowed rises rather than take the entire bites.

You may have heard it said that Aroostook winters are getting milder. Don't you believe it! Last winter's cold snap touched 50 below, which was not exactly mild, and as recently as 1953 a sudden storm dropped three and a half feet of "permanent" snow in 36 hours.

Old Man Winter has been a particular devil ever since the BAR started operating trains. At that time three counties of northeastern Maine comprised the last great frontier in the United States to be opened by a railroad. The whole area, though bigger than all of southern New England combined, had no sizable towns, no factories, and no rail outlet in those days except the Canadian Pacific.

In 1868 tough Yankees began building a railroad, the Bangor & Piscataquis, owned by Bangor city. Years passed. In 1892 a new company acquired the B & P and used it as a base from which to build the present Bangor & Aroostook system.

It took rugged pioneers like Albert Burleigh and Franklin Cram and their crews wearisome years to lay

the rails, which shortly thereafter began carrying crops to market from the world's most important concentration of high-yield potato farms. And ten more years to extend the line to the white water of St. John's River, America's farthest north boundary. And still another decade to tap the forest lands in that area and to build south to Searsport, a coastal port, and bridge the St. Johns to link with Canadian National.

The BAR fought winter with two weapons, gumption and steam. Its



BAR's new president, W. Gordon Robertson, was born in Scotland in 1911, moved to Canada in 1929, and has been living in Maine for the past 16 years.

steam age began in 1893 with the then lightweight Manchester coal-burners. By sheer necessity and despite 50-mile gales that dropped the mercury below minus 40 and piled up snowdrifts as high as telegraph poles, the oldtime hoppers cold-started by pulling throttle bars that were stuck as tight as a brick in a wall.

Ten minutes later they'd find themselves wringing wet. But not from sweat. Those oldtime Manchesters were open blinders, with virtually nothing between them and the Arctic Circle except a few trees and a barbed-wire fence. The engine crews got wringing wet from drifted snow that the big firebox sucked in.

Some railroad experts had classified the Aroostook country in winter as too durned cold for steam. But the Manchester-built engines and the men who handled them made the grade all right, dragging out the potatoes. The BAR's first four steamers, all Manchester Eight-wheelers, opened the snow-covered main line during the fierce winter of 1893-'94.

By 1901 one Manchester, weighing 146,000 pounds without tender and with a tractive potential of 22,000 pounds, began taking over potato runs. Six years later a three-fold increase in the potato crop, plus the development of the then king-size (30-ton gross) heated boxcar, called for more powerful locomotives. The BAR then took on some

bigger Manchesters, all Ten-wheelers. The 1907 models were 162,000-pounders with tractive force of 23,000 plus, while the 1911 comers included three with tractive force above 28,000.

During the same decade the Rhode Island Locomotive Works built several engines for the BAR. The first two were Ten-wheelers, put in service in 1906. A year later two Rhode Island 2-8-0's joined the roster. Then in 1914, about the time World War I was getting under way in Europe, the winter-fighting road bought a couple of 2-8-0's from Schenectady, locomotives that worked so well that six more were acquired a few months later.

For the next fifteen years Mountain and Pacific types preponderated in additions to the BAR roster. The middle 1920's were halcyon years for Alco G's. Then in 1927 the Class S's began joining them. During 1931 the magnificent Schenectady S-as's started to burnish the rails—245,000 pounds of power-building metal with 25x28-inch cylinders, 52-inch drivers, 210 pounds of boiler pressure, and 60,000 tractive force.

**T**HE LIST comprised a saga of steam. Thad Simms, who became a BAR runner in 1898, told us that he got his initiation on a pony Manchester.

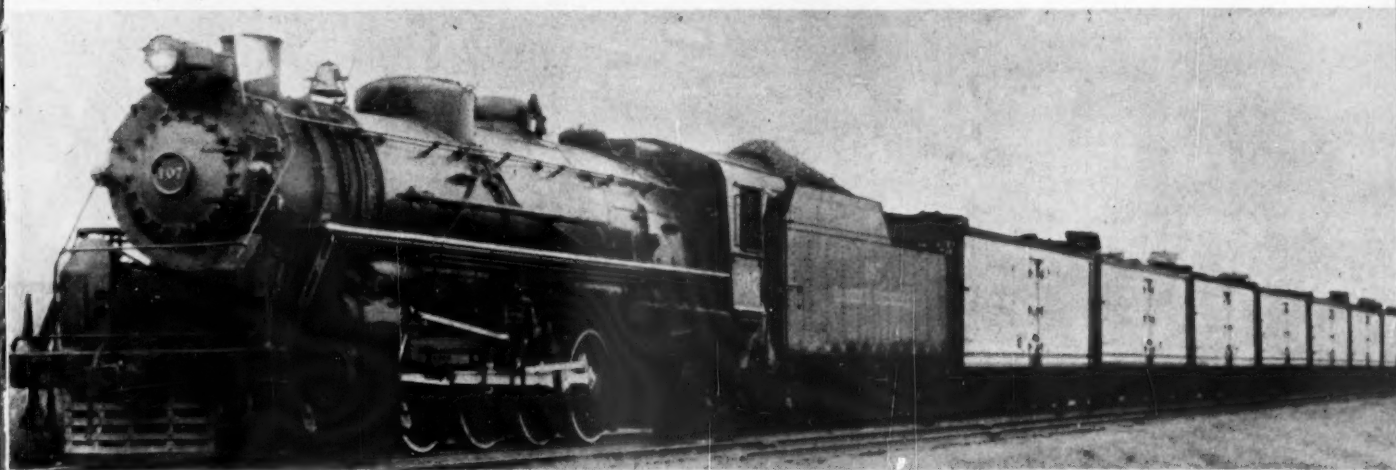
"Till she warmed up," he recalled, "you needed an arm like a gorilla to



Relic of Steam Age at Oakfield, Maine: water tower surmounted by gilt locomotive-shaped weathervane, near the depot.

pull the slide throttle. But once the steam was under and the pressure commenced to equalize, that throttle would come flying out like John L. Sullivan's fist. We trusted mostly to God and the pressures. Sometimes air pressure would knock out the throttle completely. If you couldn't shut her off, you just ran her down.

White flag whipping the breeze on No. 107 marks potato train as special. Spuds are BAR's second biggest freight item.



"Even when those old girls were running as sweet as you please, reversing one at anywhere near full throttle was a test of manhood. To get her into the breeching you had to plant both feet on the cab wall and make your carcass a spring in order to get the reverse lever dropped into the notch. The first time damn near jolted my teeth out."

One February day in 1934 northern Maine was right chilly, 30 below. The white stuff had drifted over first-story windows to such an extent that dispatchers had to shovel it out in order to see the trains. For the moment there weren't any to see. Two passenger trains and a freight were nearly buried in the huge masses of drifted snow not far from Fort Kent.

A hogger named Harry C. Hamilton, whose engine bore his nameplate, steamed out from Van Buren with a potato train having a plow

coupled on in front to open the line. Just north of Mapleton a hard-packed 15-foot drift that covered one of the rails derailed the plow, the 2-8-0 type locomotive, and four of the loaded boxcars.

Harry gave his fireman time to leap to safety and then followed him out of the cab—but not to safety! The iron horse turned over, sending him to glory and clouding the leaden sky with smoke and steam.

Roadmasters' reports tell of winter hazards in a way that puts some fiction writers to shame. It is common knowledge that during the winter of 1933-'34 the BAR saved thousands of people as well as their potatoes and other businesses. Eleven feet of snow fell in North Aroostook between November 10 and March 10 and, like friends in need, it just wouldn't go away.

At least 15,000 square miles of "down East" country was harried by

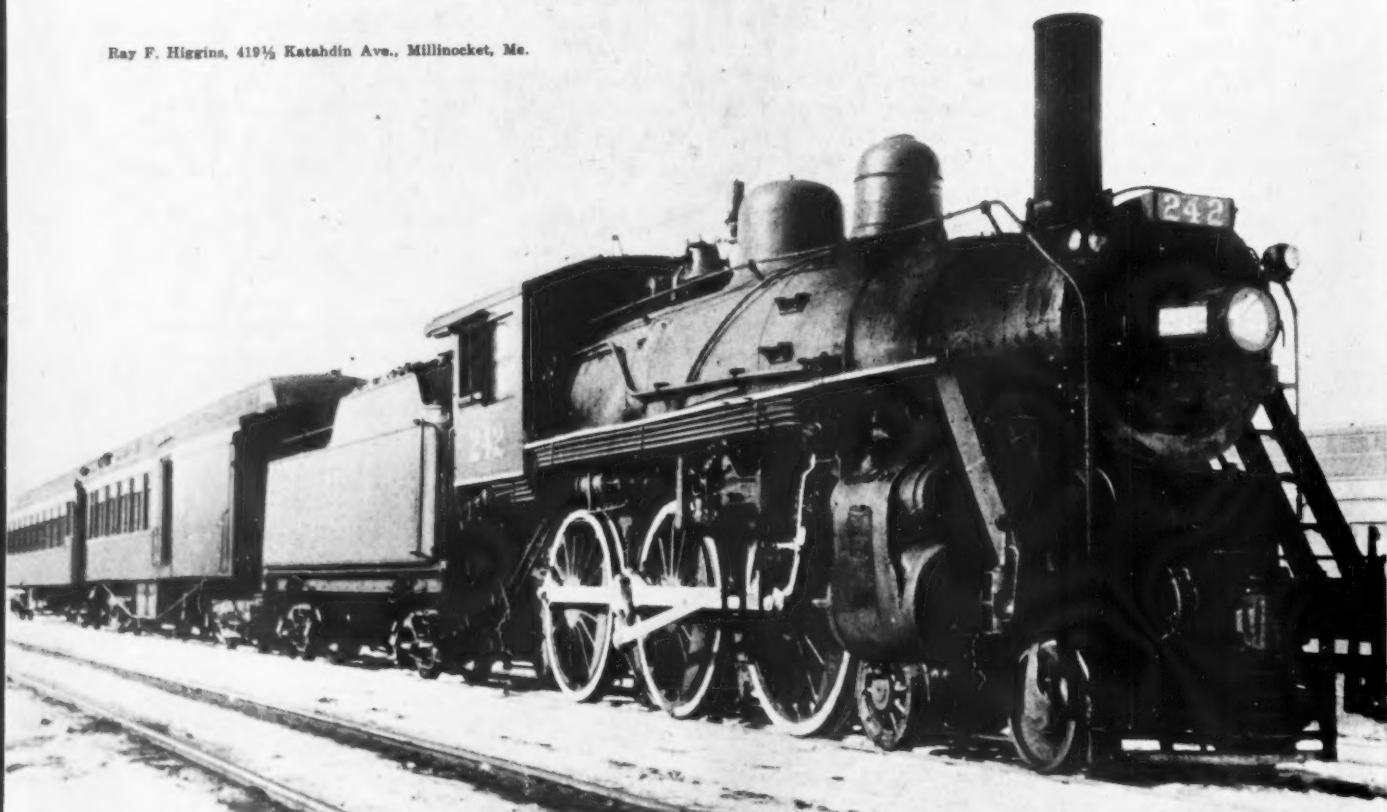
the spectres of hunger and pestilence. Highways were blocked off. Potato towns such as Presque Isle, Houlton, and Ft. Fairfield had enough to eat, mostly spuds. But the hinterlands faced a threat of death to many people if the trains should fail to get through.

The trains *did* go through. Some ran late, but not one of the through trains failed to make it, despite temperatures which froze the water tanks even with roaring coal fires lapping beneath them—temperatures which theoretically made steam power "impossible."

But the oilburners succeeded and so did many of the coalburners. Now and then six trains at once were wedged in the snow, their car wheels frozen to the rails. Dozens of times powerful freight engines had to break up the marooned trains, drag out the cars a few at a time, and then team up for the long pulls.

High-stacked No. 242 and two wooden coaches wait at Oakfield on a cold March morning in 1947 for connection with north-bound *Potatoland Special*. (For steam roster of the Bangor & Aroostook see Feb. '35 or Jan. '50 *Railroad Magazine*.)

Ray F. Higgins, 419½ Katahdin Ave., Millinocket, Me.



Diesels are doing a good job of slugging it out with winter. Steam



Train No. 2 arriving at Oakfield in August, 1947. Her Pacific-type locomotive, No. 254, was built at Schenectady in 1927.

The winter "clearance" force swelled from a previous high of 1,100 hard-worked men to more than 2,300. Roadmasters recruited and hired farm tractors and privately-owned caterpillars. Winter costs doubled. Railroad books, like the cold-split cheeks of railroad workers, showed red. But the stubborn Yankee railroaders fought it out and the trains got through.

A roadmaster at Millinocket

scored some bang-up good reporting, such as:

The mercury was 32 below and a 50-mile wind was bearing down. We managed to get seven sidings spread, but the men would freeze their faces while putting out the wings of the plows. Next day another storm buried the tracks and drift snow was banked nearly to the tops of the telegraph poles. Plows were entirely useless be-

cause the snow was high over their wing tops . . .

Fifty men attacked the mainline drifts with shovels. We had to stair-step the snow in eight-foot terraces . . . All the section men stuck to their posts like beavers, freezing noses and cheeks and chilling hands and toes over and over again. During January every man on all my crews got frost-bites . . .

On March 26th I had 26 rails drummed by the cold in 32 miles. We had to use section men to foot patrol the tracks. Water tanks kept freezing even though we kept big fires burning underneath them. A bridge crew wrapped their faces in towels, yet noses and ears froze . . .

By January the heating plants in the shop buildings were giving out. The shop bosses offered to release their men on pay. But any railroader knows you can't run trains if you close the shops. So the shopmen stayed on the job. So did the office forces, including most of the girls. They kept candles burning against the frosted windows in daytime to



Modern steel cars of this type, gaily painted red, white, and blue and well insulated, haul a considerable portion of America's large potato crop to market each year.



BAR's dining-car superintendent, Mrs. Doris C. Rosen, shown chatting with one of her chefs at a stove, is the only railroad woman on earth to hold such a position.

see sunlight and to report the trains. BAR refused to admit failure, and the trains rolled on.

**T**HAT sort of thing happens nearly every winter. The stand-by cold-weather equipment includes 20 snowplows, 20 wing plows, two Jordan spreaders, and a backlog of overloaders, clamshell shovels, two-yard shovels, and caterpillar tractors. Privately owned equipment and outside help are hired when needed.

From the time the "great thaw" begins in April until November, when the deep snow usually settled in, there is a lot of labor to be done by the section force—four roadmasters, each with 17 regular gandy dancers. But winter operation remains the supreme test. Diesels meet that test and do the paying off.

The changeover to diesel power,

beginning with General Motors F-3 freight electrics in 1946, became complete in 1952 when the sturdy old 251 made the final steam run, on the Greenville branch, pulling a mixed train with 60-odd nostalgic passengers and crew men aboard.

By 1950 the BAR had in service 26 units, all GM. Then it bought a dozen more GP-7's and leased them out for summer use in the Pennsylvania ore runs, on a 15-year-life basis. This venture has worked beautifully. The Maine road, now 100 percent dieselized, tops off its diesel stable with the big (230,000 pounds overall) three-units, 4500-horsepower F3's which GM designed and built. The accent is on heavy grades and loads, with power to spare for tough winter service, when the wild nor'westers start playing leapfrog with savage nor'easters.

Diesels are doing a good job of slugging it out with winter. Steam did a good job, too. Gray-haired R. D. Butler, who grew up during the golden age of steam but is now the Bangor & Aroostook's diesel supervisor, puts it this way:

"In steam days an engineer was master of his locomotive as long as he worked the run; nobody else thought of using her. The steamer put out power according to his skill. Diesels just put out power.

"At the time I entered BAR employment a man had an engine with his nameplate on her. When she went into the shop for repairs the engineer would quit work until she came out. Dieselization has stopped all that."

The world's only railroad dining-car superintendent, Mrs. Doris Rosen, is only one example of the BAR's breaking with tradition. This lady makes up menus of Yankee victuals. Since the BAR hauls more potatoes than any other road—the *Potatoland Special* is one of its name trains—her meals naturally give special attention to spuds. Her hash-browns cooked in ham drippings are famous. Likewise her "smooth bakes," cracked and buttered just before serving.

BAR diner prices are lower than those on most roads. Not only that but you can get a second cup of coffee free with each meal and, if you are a Pullman passenger, you are served a whopping big breakfast just for showing your ticket stub.

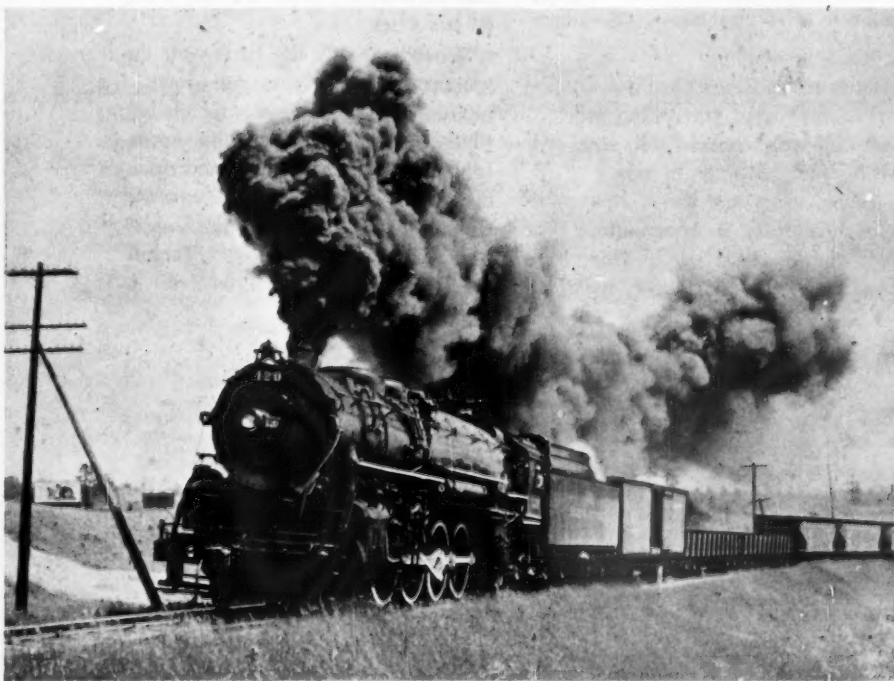
Aside from some of the New Haven's commuter runs and the Ontario Northland's cafeteria cars, the BAR is the only road we know of that employs waitresses on its trains. These girls, known as hostesses, greet and seat the customers, take their orders, serve the food, clear tables, collect the money, and make change. Mrs. Rosen supervises the chefs and hostesses, tastes food professionally, and doubles as chief clerk for the Operations Department.

**E**VERY year thousands of hunters ride the rails to the big woods of Maine and the BAR co-RAILROAD



Each year, when potato rush ends, the Maine road leases a dozen or so of these GM F-3's to Pennsy for iron-ore traffic.

Bangor & Aroostook train, mostly empty hoppers pulled by No. 120, Class M-1, heads into southern terminal, Searsport, in 1947. Brooks built the engine in 1929. She was originally No. 452 of the now-abandoned New York, Ontario & Western.



Robert A. Nuck, 8 Bacon St., Warren, Mass.

operates with game wardens in the occasional search for lost or missing hunters. But the engine and train crews also get in some hunting of their own. It is not unusual to catch a whiff of venison frying or boiling on caboose stoves—in season, of course.

One day, shortly after Mrs. Rosen took her present job, she boarded the road's *Aroostook Flyer*, north-bound, and strolled into the diner-club car to investigate a rumor that the service had become too informal. The car was pretty well filled with hunters. The newly appointed dining-car superintendent was a bit flabbergasted to see her chef shaking hands with the customers.

"What is going on here?" she asked pleasantly.

A towering white-haired man who looked like a logging foreman tapped her shoulder. "Look, girlie," he said, "I've been ridin' this train since before you was born. Most of these hunters are oldtimers, too, and we



When 17.6 miles of track between Northern Maine Jct. and South Lagrange was opened to CTC operation, Hope Hufchins, whose father was then president of the road, symbolized new era by hooping up train order to Engr. Harry Babcock. Beside her stood Dorothy McDonald, the daughter of an important BAR shipper.

all figger that when grub comes out as good as this the cookee deserves a handshake. Okay?"

"Okay," she agreed, and to this day BAR chefs make a practice of shaking hands with their customers. It's real friendly.

Downeasters claim that the Gate-

way to the North is the most washed of all railroads. Its rolling stock is spic and span, especially its steel red, white, and blue potato cars.

Seven years ago the company began developing its now famous type of "combination car." This is a standard 40-foot boxcar weighing

80,000 pounds. Besides insulation, it is equipped with an underslung charcoal-fueled heater which keeps potatoes frost-free during the winter. The BAR rents out many of their reefers for summer use by Pacific Fruit Express and other carriers of perishables, but each year finds the "combines" rolling homeward in time for the big potato rush.

This development enables the Aroostook line to keep ahead of all roads but the Sante Fe in railroad-owned heater cars. The BAR boasts 2135 boxcars, 1405 reefers, and 49 flats. Also 25 passenger cars, including modern lightweight coaches, sleepers, and club cars.

Last year it highballed 777,000 tons of Maine potatoes to 36 states, including shipments to foreign countries. This was roughly 70 percent of the state's total crop of spuds, the nation's biggest. But pulpwood (1,375,000 tons last year) is the BAR's top freight commodity, with newsprint (749,000 tons) crowding potatoes hard for second place.

The BAR is still a frontier railroad, reaching into new territory and driving for greater traffic volume. There are bustling towns and vast potato farms along its main line, and surprisingly wild country along its branches.

When you ride the BAR your engineer is not likely to run down a moose, but there is a fair chance that you will see one. The Aroostook country is still wide and open. So are the thinking, the viewpoints, the risking, the toil, and the unconquerable spirit of its people, including the very special railroaders. ●

## BANGOR & AROOSTOOK LOCOMOTIVES

RR. Class	Road Numbers	ex Road Numbers	HP	Builder	Bl'dr's Model	Wheel Arrngt.	Max. TE	Engine Weight	Built	Builder's Numbers
Ha	40A-43A	500A-503A	1500	GM-EMD	F-3	B-B	57,050	233,700	1947	5170-5173
Hb	44A, 45A	504A, 505A	1500	GM-EMD	F-3	B-B	56,490	231,475	1948	5174, 5175
Hc	46A, 47A	506A, 507A	1500	GM-EMD	F-3	B-B	58,050	241,065	1948	5180, 5181
la	50, 52, 55, 57	550, 552, 555, 557	1500	GM-EMD	BL-2	B-B	60,164	246,065	1949	8161, 8163-8166, 8617
lb	51, 56	551, 556	1500	GM-EMD	BL-2	B-B	54,472	223,295	1949	8162, 8616
Ja	10, 11	700, 701	2000	GM-EMD	EA-7	AA-A1A	51,830	319,700	1949	8417, 8615
Ka	20-23	800-803	1000	GM-EMD	NW-2	B-B	40,620	245,800	1949	8157-8160
K-la	30-34	NYNH&H 0901-0905	440	GE	Y	B-B	49,000	196,000	1936	11785-11789
La	40-71	540-571	1500	GM-EMD	GP-7	B-B	60,289	244,424	1950	9933-9944
Lb	72-75	572-575	1500	GM-EMD	GP-7	B-B	60,804	250,113	1952	9945-9948
L-la	76-80	none	1750	GM-EMD	GP-9	B-B	60,986	250,640	1954	19553-19557

NOTES: GM-EMD—Electro-Motive Division, General Motors Corp.; GE—General Electric. Maximum tractive effort given in pounds at 25 percent adhesion. Engine weight given in pounds. Classes J and Hc equipped with steam generators for passenger service. Classes J, Ha, Hb, Hc, la, lb, La, Lb, L-la equipped with MU controls. Classes Ha, Hb, La, Lb L-la equipped with dynamic brakes. Compiled by Sy Reich from data supplied by Bangor & Aroostook Railroad July 1 1957. ●

# Ireland's Last Electric Tramway

by J. H. PRICE

**H**ALF AN HOUR out of Dublin by bus, or 17 minutes by diesel-powered train, is the Hill of Howth, a steep promontory jutting out into the Irish Sea, beloved of Dubliners both as a place to live and as somewhere for a day out. The highway and the railway run along the north shore through Sutton to Howth town.

The open-top electric tram that makes the trip is, to my mind, the most delightful means of transportation left to us. It belongs to the Great Northern Railway of Ireland. The railroaders are rather fond of it, despite the money it loses, and they issue little blue leaflets telling you how the trams connect at Sutton and Howth with the trains from Amiens Street and the buses from Eden Quay.

This tramway is 5½ miles long, single-tracked, and laid to the Irish gage of 5 feet, 5 inches. There are ten passing loops, numbered 1 to ten in the working timetable, and curves galore and gradients as steep as 1 in 16. From Sutton to beyond St. Fintan's the track parallels the highway, but then it strikes off on its own, past a convent nestling behind a high stone wall, and up through the gorse bushes to the summit of the line, 350 feet above the sparkling blue sea.

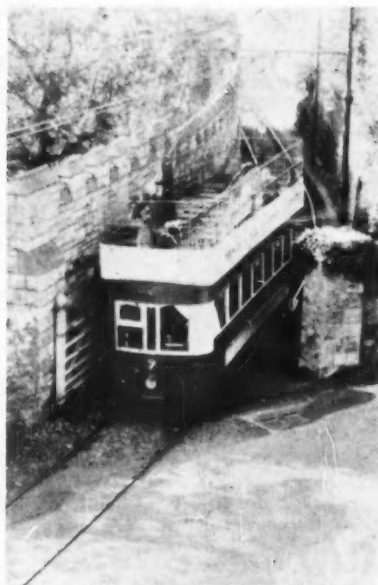
If, on a clear day, you walk to the hilltop (560 feet) you can see all of Dublin at your feet, and Bray Head, the Wicklow Hills, and even the Mountains of Mourne. Then the tram carries you down through the fields to Howth in a succession of wide curves, with a view across the little town to the isle of Ireland's Eye about a mile offshore, and after crossing the highway on a bridge it sets you down at Howth railway station.

The tramway was opened June 7, 1901, and still uses the original open-top maximum-traction bogie cars—now the last working open-top electric cars in the world. Nos. 1 to 8 are blue and cream like the GNR Board's diesel trains, but 9 and 10 (which are rarely brought out) are in the brown livery of GNR steam stock and have the downstairs seats back-to-back down the middle, facing outwards. There is also a tower-wagon tram, No. 11.

Current is taken by an outside-sprung trolley pole at one side of the top deck, which is tied down with a rope from the summit to Howth so as to save wearing out the wire. It's downhill all the way and the cars just coast. For this reason there are two wires from Sutton to the Hill but only one beyond.

The future of the tramway, like that of so many others, is uncertain. The Great Northern says it would be cheaper to run buses, but the Dublin Government finds it cheaper to pay the loss on the trams than to build a decent highway and until they change their minds, the tram will stay.

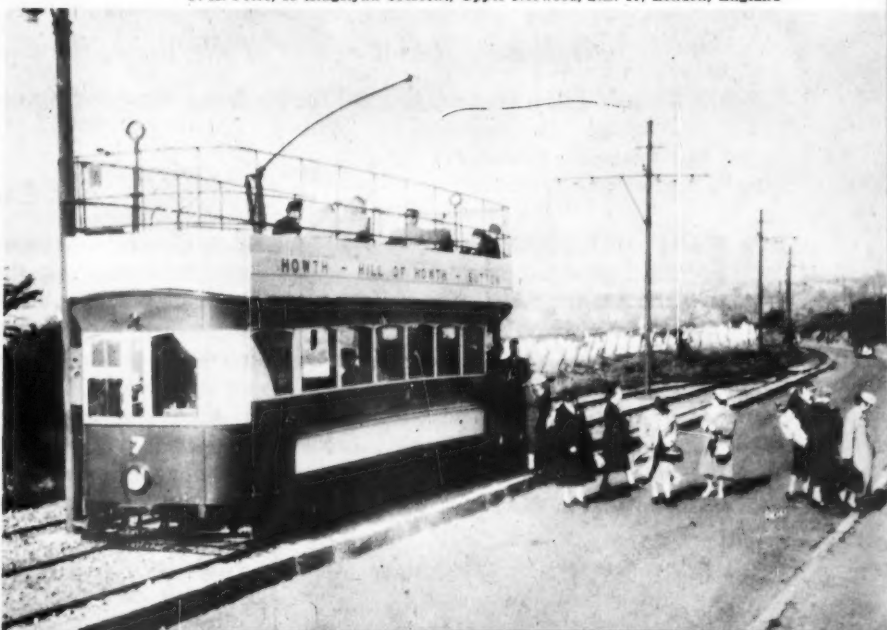
So you can still sample the quiet and leisurely feel of the open tram nosing its way through the gorse bushes, with the cobalt sea and the white lighthouse shimmering below, and the gulls flying about.



At Stella Maris, on the Hill of Howth, the high wall at the left was built to prevent passengers on the tram's upper deck from looking into the secluded convent grounds of the Irish Sisters of Charity. The tram ride is picturesque.



Nowhere else can you ride double-decker cars such as these in regular service.  
J. H. Price, 15 Kingslynn Crescent, Upper Norwood, S.E. 19, London, England





Harvey girls like these made bleak division points livable. Thousands became the wives of railroaders. They tamed the boomers by supplying an incentive for men to remain on the job and they did much to civilize the West. (See page 32.)

## BOOMERS AND THEIR WOMEN

*Oldtimers Recall Sisters of the Road, the Good and the Bad,  
Whom They Met on Their Travels Long Ago and Some of Whom They Married*

by Haywire Mac

**M**ANY BOOMERS, drifting from one streak of rust to another in the old days, liked to regard themselves as Casanovas. Of course, we could travel faster by rail than Casanova did by stagecoach and in between romantic episodes we did our share of railroad work.

Not long after I hit the boomer

trail I landed in Cleveland and took a job as "yard brakeman" on the Pennsy, the old Cleveland & Pittsburgh. It was springtime; the big lake freighters were starting to pour their cargos of iron ore into the waiting cars, and railroaders were in demand. Dozens were hired daily and there seemed to be a very lenient attitude in the matter of checking

previous employment record, as set down on the application form.

My first assignment was a rider on the Kinsman Street hump. This was a new method of switching cars. The same method is in general use today but now has modern mechanical aids. There were no "retarders." Cars were controlled by riders wielding a pick handle for

extra leverage on the hand brakes and the switches were flipped by a flock of agile youngsters.

With a bunch of smart boomers among the riders it was possible for a few men to hide out at times and take a snooze in some empty boxcar or maybe wander off with a girl for a couple of hours at a stretch. The conductor didn't squawk as long as the job kept moving.

We railroaders worked a twelve-hour shift, whether night or day, and only by playing hookey for a short spell could we enjoy feminine companionship—except, of course, when we'd take a night off to play the Casanova role in a big way.

Rafferty's saloon on Ontario Street, Cleveland, was a likely spot for picking up dames. In addition to a bar room on the main floor it had a discreet "side entrance to Hell," as the preachers called it. A dimly lit stairway led to a large second-story room. There, even in the afternoons, you could find a scattering of men and often several women.

There were no bright lights. Liquor was sold and the management supplied free entertainment with one- and two-reel silent movies plus a tinny piano and occasionally a singer warbling sentimental ditties. In an emergency, a message from the yard office would be flashed on the screen asking so-and-so to report

for work at once in a freight crew.

Women were not served at the bars of that era. Rafferty's was about the only gin mill in downtown Cleveland where a gal could pop in for a quick one or dawdle and fan the breeze with railroad men. Some of the ladies were snooty about forming casual acquaintanceships but others had ways of letting you know their charms were at the disposal of anyone with even a modest bankroll.

**W**HEN I was a young fellow and jobs were scarce in the States, many a rail would drift into Mexico. I did so myself.

I remember a handsome young fireman down there, Bert Hull, who was promoted to the right-hand side and given a passenger run between Aguas and Jimulco. Bert had a way with women. He tipped off the Pullman porter on his train to contact pretty girls who were riding the cushions and invite them into the engine cab, and it was not unusual to see him wheeling the varnish at 50 or 60 per with a dame or two at his elbow.

"Love 'em and leave 'em" was the slogan of many a boomer. Which reminds me of an experience that my friend Maxwell Swan had with a fellow drifter whom he identified only as "The Kid." It seems that The Kid was the best car-hand Max had ever worked with, a master of hand signals. He was also good-looking, maybe too good-looking, but there his virtues ended. He sported a big white Stetson and otherwise dressed sharp. The story, as I remember it . . .

**O**NE DAY our train rolled eastward out of Cle Elum, Washington, on the St. Paul Road, and we stopped at Ellenburg to put on the feed-bag. For some reason, maybe a hunch, The Kid didn't go into the greasy spoon with the rest of us but hung around the caboose. I slid into a seat and studied the menu.

Presently the waitress came up. She was small but well developed, with all the curves in the right

places, and pretty red hair and a face to match. While she was taking my order she asked if I worked on that train; and when I said yes, she asked if I knew The Kid, mentioning his name.

"Sure," I told her. "He's in our crew."

The gal said calmly, "I'm his wife."

The news almost bowled me over. Why the devil any man in his right mind would deliberately pass up a choice specimen like her was more than I could figure out. The Kid must have bats in his belfry. We sat there a few minutes and talked. The rest of the crew finished stuffing their bellies and walked out, leaving us two alone.

I knew that our train was on short time for the next meet. Soon I heard the engine whistle off—she was a Schenectady ten-wheeler—and that meant The Kid had opened the gate. I had to hustle. The waitress removed her apron to follow me. But she was too late.

When I reached the switch, The Kid was not in sight, so I stayed there to close it. The gal asked breathlessly, "Where is he?"

"Up ahead," I pointed.

The train was already pulling out. Her brown eyes rimmed with tears, but I was too busy to notice her very much. Throwing the switch behind the caboose wheels, I sprinted after the train, caught it, and swung a highball. Then I looked back. A forlorn little figure was still standing beside the switch.

Inside the crummy I found The Kid sitting on the cushions, and I said, "Just saw your wife."

His answer was quick and sharp. "You didn't tell her where I was, did you?"

"Why, sure I did," I said. His tone nettled me. I resented the fact that Brown Eyes was throwing herself away on a heel. "You never told me your private affairs," I added. "I thought you'd be glad to meet her."

The Kid glared at me.

"Glad, hell! That little bitch has been trailing me from Jerusalem to Jericho. Can't shake her. No sooner

H. L. Kello



"Haywire Mac": Harry K. McClintock, boomer switchman, brakeman, minstrel

do I get a new job than she bobs up again. I'm just fed up on her."

His mood was sour, so I dropped the subject. But as I climbed into the cupola to watch the scenery drift by, I could not help wondering how many a guy would give everything he owned to be in The Kid's shoes that day and be followed by a neat dish breaking her heart over him.

**W**ELL, that was Max's story as near as I can recall it. Why are some skirts like that? Treat 'em rotten and they're still crazy about you. There were plenty of fine and decent women along the boomer trail. Girls like Brown Eyes and a lot of other waitresses I met, especially those in the Harvey Houses on the Santa Fe. That kind had nothing to sell but the food they brought you on a tray, and you'd better not have tried making a pass at any one of them.

But there were exceptions. A book written by a former railroad yard man named Herbert Asbury offers this bit of Americana:

Many small communities were not able to support even a part-time harlot; consequently some members of the craft went from town to town. I recall one who made several towns along the OK Railroad (name disguised) in northeastern Missouri as regularly as shoe drummers. Her studio was always an empty boxcar on the town siding, and she had a mania for inscribing in such cars the exact dates and hours of her adventures, and her honoraria. It was not unusual to find in a car some inscription as this: *Ten p.m. July 8. Fifty cents.*

These writings, scrawled in lead pencil or with a bit of chalk were signed "Boxcar Molly." Once, in a car from which I had unloaded many heavy bags of cement, I came across what seemed to be a choice bit of very early, and apparently authentic Boxcar Molliana. On the wall was this: "I was ruined in this car May 10. Boxcar Molly."

Maybe it's unfair of me to bring it up after all these years, but at

least a few boomers must have fading memories of collecting fare of a sort from female hobos who made a point of riding freights. As a rule, the Boxcar Berthas were not attractive. Maybe that's why they took to the rails. One of them wrote her life story, unsigned, in a book called *Sister of the Road*. The copy I read was appropriately bound in scarlet. Those unwashed Boxcar Berthas belonged to the long-gone boomer era. You don't find any of them riding freights today.

**C**ALLBOYS, too, have vanished. I mean the type who peddled his bike through the town, carrying a little black book for you to sign. His job was to summon men for engine and train crews, no matter where he had to go to find them, and he almost never failed.

"The way a callboy got around," says Bill Knapke, a close friend of mine, who was once a boomer trainman, "wised him to situations that would have been dynamite if he had talked too much. He could have disrupted the social and family life of a fair proportion of the terminal's population. But he kept a discreet silence . . ."

"In a certain quiet street just off the main business center or in a shabby district across the tracks, where dim red lights shone through transom and drapery, he knew whether to visit Ruby or Gladys or Blanche in order to contact the railroad man he was looking for."

A onetime rover known as Bob the King Snipe, who is now home-guarding in Michigan with his wife and one of the prettiest daughters you'd want to brag about, has this to say on the subject of free-wheeling women:

"I have ditched a lot of girl friends in my day and been drained and ditched by others. The score is even. While I was tamping ties for the Long Island my flame was a redhot number named Dorothy. She and I might have become a permanent team, but when I was away from town on an Erie Railroad job Dorothy got mixed up with some other

guy and had to marry him. Wonder where she is today?"

"Back along the old trolley line running between Jamaica and Far Rockaway, in the golden days of youth, a Miss Hooper caught my fancy. The next one I remember was the Jones girl who gave me the gate for a Wabash fireman with gift of gab better than mine. But by that time I was wise. A cute-looking piano teacher came along, down on the Texas & Pacific. This attachment lasted until she hit a note off key, whereupon I beat it.

"I've had my share of fun and troubles with women but I never showed interest in one whom I knew belonged to somebody else. Up in Rockland, Maine, I traveled with a broad until I found she was a sailor's wife, whereupon I left her and the Maine Central, too. I will never forget Hazel, out of Chicago, on the Milwaukee Road. Hazel was an armful of sweetness with more motion than a manifest freight, but within a short time it was just a case of 'Hello, sucker; it's been nice knowin' you.'"

**T**HE BOOMER used a lingo of his own in discussing personal matters. His method of addressing the opposite sex was termed "greasing the pig." One of the worthy brothers, Cliff Funkhouser, gives an almost phonographic report of a pie-eyed boomer shooting his mouth off to a sympathetic waitress whose crowning glory is peroxidized with Gilded Hair Wash. This is how he puts it:

"I was born with a lantern in both hands and cut my eye teeth on a switch key, I've staggered further backwards drunk than these punk homeguards have been away from home."

He pounds *bang! bang!* on the table, which is located in the back room of Joe's place. Then he interrupts the flow of his blowing-up valedictory by inviting the hash-slinger, "What'll you have, Blondy?"

A moment later he is at it again. "Listen, Baby, I just cut off behind that lousy, stinking, rotten job. I

ain't labor no more. I'm capital now. By the dying old Christopher, I came here looking for work. I can leave like I come. The filthy sons of bees can't do that to me! I told 'em how the duck ate the butter without getting any grease on its chin. I told 'em . . ."

"You tell 'em, Big Boy, while I pat my feet," Blondy soothes, coming up closer. "Give 'em hell! I'm so mad I can't," she further cajoles the indignant boomer.

He sure is raving. They stopped his pay, so he up and quit . . . An hour or so later he is sobbing pitifully in his beer, telling Blondy (unless he blows up in Pittsburgh, then it's Blackie) the sad story of his life.

"Lishen, Girlie . . ."

Girlie lishens. Her sympathy is as inexhaustible as the boomer's bankroll . . .

Like the rest of us, Cliff witnessed and overheard the telling of many a life's story in hash-houses and pool rooms and gin mills at junction towns from Winnipeg to Juarez and points west.

The recital, according to Cliff, usually fell into one of three standard patterns. The favorite theme was the vindictive official back home who blacklisted our hero and got him turned on his reference wherever he went. Another variation: The boomer, tired of being hounded, went home and shot the relentless official. We have heard this tale with the brass hat being shot in just about every division point of North America. Diligent search of statistics, however, fails to reveal any such official slaughter.

"The second and more heart-rending pattern," Cliff goes on, "was that of the little wife who ran off with some lowdown scum of a fireman—or, if the teller was a fireman, she ran off with some lowdown scum of a brakeman."

As a rule, the third version was told after the third drink. This tale of love's frustration, a broken heart borne in silent suffering, was revealed only in confidence to his friends (who were legion at blowing-up sprees). The girl he had

cherished more than life itself went and married a lecherous old passenger conductor or engineer, spurning the love of an honest young ashcat.

The mouthings of wandering rails under the influence of red-eye

## Spring, Dammit!

THE SPRING is here; my hair is turning gray;

I'm getting fat and tame and house-broke, gee!

I'd like to travel back along the way  
And see the kind of spring I used to see.

I walked today beside the railroad track;

There came a freight train, ponderous and slow,

And from the roof there waved a grinning shack

And, oh boy, how I longed to grab and go!

Out there are miles and miles of shining rails

And jungle fires beyond the track—oh, man!

And wanderers who gossip of those trails

And drink their java from a blackened can.

I'd like to wait for trains outside Cheyenne

And grab one as it toils up Sherman Hill

And visit Jimmy Durkin's in Spokane  
And line up at the bar and drink my fill.

For fifteen years now I've been keeping soft;

I have a good job, but it is indoors.

I'd like to hear a locomotive cough  
And once again to sleep on boxcar floors.

Who wants to hold a job? Who wants to be

So steady and so virtuous a thing  
As merits man's approval? Hell, not me!  
I'd rather be a hobo—in the spring.

—Haywire Mac

would make an interesting chapter in social history. One of the fraternity brothers, "Frog" Smith, a conductor now basking on a little pike down South, offers this contribution to the subject of boomers and their lady friends:

"Harry was the best flagman I ever had as well as one of the best

at rerailing a car with piled-up pine slabs. His only failing was women. Our spot was the Atlantic Coast Line spur beside the dirt road that leads into Slater, Florida.

"When we were not making a move or getting wood he liked to spend his time sitting on the pilot making passes at women. Later on, that proved to be his undoing. The last I heard of Harry he was running wide open and headed out of town. Close behind him thudded an irate husband pulling the throttle on a six-gun."

Frog Smith chuckles as he recalls Casanova's hasty exit.

ALSO on the lighter side, we'll get back to Maxwell Swan. Max tells how Old Lady Destiny was making it tough for him. He shoved a string of cars on a bad-order track and learned with horror that he was dragging someone along under the cars, someone whose agonized shouts halted Max in a hurry. When the wheels stopped turning, out crawled a man, all scratched up and mad as a hornet. Max didn't mind that too much, because the fellow wasn't really injured and the trouble had been his own fault.

Fact is, he was a car-toad making repairs on a brakebeam and he had forgotten to put his blue flag out. Besides, who would think of looking under the cars for a dope that couldn't hear the engine clanking along?

So, when the fellow recovered his breath after cussing everything connected with the railroad, Max got set to break loose with a tirade of his own. At that moment a female catamount roared out of a nearby bunk car. She proved to be the victim's wife, a big husky battle-ax of a woman, and she gave Max a tongue-lashing that hurts the hogger's ears to this day.

He tried to explain that her husband should have had a blue flag out, that otherwise no car-whacker worthy of the name would ever get under a car. She replied that any gah-damned fool would know men

were working on the cars there.

This latter remark was unfair. Max had to be familiar with about 300 miles of tunnels, switches, bridges, sidetracks, and grades, and how in hell could he be expected to ride herd on a halfwitted car-tink? But the big-bellied Amazon got so abusive that Max hightailed it for the engine, with her at his heels, and he cut off and galloped out of town without the pickup cars.

"We can go back there later and get them, Jack," he told the conductor, "but not right now."

WHICH reminds me of the story that a retired boomer engineer known as Turkey Moore tells about a "temporary" widow in whose place at Tucson he rented a room back in the days when he was young and sassy.

"I use that word," he says, "because her husband was temporarily a guest of the state for horse-stealing. This lady had two pet aversions. One was to be called old; the other had to do with comments on the size of her feet. She was not more than fifty, and while I have seen pedal extremities larger than hers, I do not remember when."

She went heavy on make-up, perfume, and flashy clothes, evidently considering herself quite a belle. One night Turkey saw a brakeman named Sitzler all dolled up in a celluloid collar, a cutaway coat, a fancy vest, and a derby, and asked where he was going.

Sitzler refused to say. An hour later he strolled along Main Street with the widow on his arm. Turkey bowed as they passed. Next morning the boomer met his landlady in the hall and said cheerily, "I saw you stepping out last night."

She tossed her head.

"How did you like your new boy friend?"

Still no reply.

"Didn't he treat you right?"

Finally she said: "Why, the nasty man insulted me!"

Turkey sympathized. "He should be ashamed of insulting a nice old lady like you."

The torrent of words that ensued

caused Turkey Moore to leave in search of another rooming house.

AT SOME TIME in my life I have been a patron of just about every Harvey House on the Santa Fe system, so it was only natural that I should get acquainted with some of their biscuit trundlers. No tale of romance on the rails would be complete without the lowdown on those girls.

As you know, the Santa Fe traverses some dreary desert country between Chicago and the West Coast. To feed the road's passengers and employes the Fred Harvey Company built a string of hotels and eating-houses along the line. East of Kansas City, the trains carried diners; but west of there, they stopped at meal times to permit the passengers to eat. When I was braking on passenger, I would go through the train bawling, for example: "Hutchinson! Hutchinson! Forty-five minutes for supper at the Harvey House!"

The Harvey system was a Cupid of the rails. Whilst the Santa Fe employment agency in Kansas City was shipping railroad men of every calling from asheats to oilers, the Harvey employment service in Chicago was hiring thousands of girls and sending them West to be waitresses.

And don't get the idea these waitresses were tramps from the city streets. They were fine wholesome young women, many of them well-educated. They made the bleak division points livable. They helped to tame the boomers. Many of them married boomers and supplied an incentive for them to stick on the job and "grow whiskers." At some division points the Harvey girls gave dances. And did the railfaring men flock to them! Those ladies taught me all I knew about dancing and plenty of other rails can say the same.

Legend has it that at least 20,000 Harvey girls from good homes in the East and Midwest became the brides of railroad men, ranchers, and cowboys, founding many first

families of the West. Says Cliff Funkhouser: "Take off your hats to these hash-slingers! They civilized the West as no other factor did."

You appreciated the clean and sweet Harvey girls even more by contrast with meal-dispensers of a more primitive type. For example, down in Punta, Mexico, at the foot of Zacatacas Mountain, where some of us boomers in train or engine service had to buy grub, a native crone kept a 'dobe hut near the track.

"For hours at a time," recalls Turkey Moore, "she squatted on the dirt floor patting out *tortillas* (a kind of corn bread), while naked brown children would try to snatch food, and the family sow with a brood of piglets was eternally rooting around indoors and out in search of something to eat.

"The meal consisted of *tortillas*, a dish of *frijoles* (beans), and black coffee. There were no tables or chairs. You stood or squatted while you ate. Now and then the old woman would slap a dirty kid or a pig and go right on patting *tortillas* without stopping to wash her hands."

LISTEN to Jack Wynn, who is rusticating in Kentucky. "Back in the boomer era," he recalls, "every big road had its own system of eating places, but Harvey had the classiest bunch of gals you'd ever want to see behind a hash counter. Many would work up and down the Santa Fe, from Fred Harvey's shipping point and back again, especially after they had met a traveling brother. Each girl had two things in mind, a job and a husband.

"I remember wandering through Texas with a fellow who went by the name of Mark Trale. Of course, that was only his 'flag.' Like a lot of us, Mark had lost out in the yardmasters' strike of 1920. The roads had us all blackballed on our references, so we changed our names. Any moniker was good enough for 29 days. That was the limit you could stay on a railroad job while your phoney service letters were being investigated. But when a rush was on and a road was hungry for

men, the brass hats usually waived the requirement for service letters.

"At Amarillo we headed for the Harvey House. On our first visit we couldn't help notice the pretty thing who came up to get our food for us. After a long ride from Kansas City we were hungry, but this gal had us both in dreams. Her name was Marge. Right away I could see it was Mark she had her eyes on. Their glances and remarks might easily develop into a first-class love affair.

"Well, my hunch was right. But as time cut into our 29-day limit I got the feeling that both of us would be fired out of Amarillo and the romance would wither like a morning-glory vine in mid-day sun. Mark must have feared the same thing, for he talked it over with Marge and she agreed that if he had to leave Amarillo she would go with him.

"Inevitably came the day when the Santa Fe tied a can to our tails. But the company had a rule that if it had shipped a man into a town and discharged him it would ship him out again. So we asked for passes to Clovis, New Mexico. At the same time Marge told her boss that she had a sister living in Clovis and could she be transferred there? Sure, she could.

"So the three of us boarded a train to Clovis. On our arrival, Marge went to work for the local Harvey House while Mark and I got rip-track jobs on the Santa Fe. Ten days later the loving couple gave each other wedding rings. Mark said that if his references held he would live there permanently.

"I drifted on. But two years later I returned to Clovis for a visit. Mark and his wife were still there. Marge no longer was a beanery queen and he had risen to night yardmaster. She was pregnant."

And that, my friends, just about wraps it up. I am a married man myself, very much so, with a long-time good wife and a daughter and three grandchildren. But I can't help adding that I met a helluva lot of women of all types along the boomer trail.

DECEMBER, 1957



Simmons-Boardman's Walter A. Lucas, editor, author, and top-ranking authority on steam locomotives in No. America.

**100 YEARS OF STEAM LOCOMOTIVES**, compiled and edited by Walter A. Lucas, Simmons-Boardman Books, 30 Church St., New York City. 288 pages. \$9.95.

This monumental work, the like of which we never have seen before, should interest all devotees of steam locomotives, especially model builders, for it covers every well-known type built in the United States and Canada during the past century.

No man is better qualified to cover the subject. Besides being the author of half a dozen previous railbooks, Mr. Lucas has built engine models and has often contributed articles and photos to *Railroad Magazine*. But most important of all, he is managing editor of the *Locomotive Cyclopedia* and the *Car Builders' Cyclopedia*.

His 200-odd specimens of iron horses were culled from authoritative sources: the *Locomotive Cyclopedia* and the preceding *Locomotive Dictionary*, covering the years 1906-'56; *Forney's Catechism of the Locomotives*, *Recent Locomotives*; and *Modern Locomotives*. Also the old *Railroad Gazete*, and affiliated past and current magazines of the Simmons-Boardman railroad group, one dating back to 1832.

Anyone wishing to model a steam locomotive of a given period, with all proportions correct, can readily do so by following the detailed plans and illustrations in this book. Such models are far more satisfying than the hybrids often seen with, for example, a boiler of the 1900's mounted on running gear of the 1880's.

Before going to Simmons-Boardman, Mr. Lucas was a New York, Susquehanna & Western section man, and spent seventeen years as a car designer with American Car & Foundry. He has donated much railroad material to the

# BOOKS of the RAILS

by P. C. GRAVES

New Jersey Historical Society's Museum in Newark, has served as curator of the Paterson County Historical Society, and is the official borough historian of his home town, Hawthorne, New Jersey.

**THE AGE OF STEAM, A CLASSIC ALBUM OF AMERICAN RAILROADING**, by Lucius Beebe and Charles Clegg, Rhinehart & Co., 232 Madison Ave., New York City. \$15. Signed limited "Mainline Edition" \$20.

A handsome volume in a luxury format, which covers the epic of American steam railway transportation. Its more than 500 illustrations include the work of contemporary rail photographers and reproductions of famous old paintings. The book jacket is by Howard Fogg. Either edition is a photographic treasure. No previous railroad book can match its eye-catching grandeur. Details in our next issue.

**WHAT YOU SHOULD KNOW ABOUT YOUR ILLINOIS RAILROADS**. Illinois Railroad Association, 135 E. Eleventh Place, Chicago, Ill. 20 pages. Free.

A booklet that tells the story of a state's railroads and their part in the lives of its citizens.

**LET'S OPERATE A RAILROAD**, by L. E. Roxbury, High-Iron Publishers, 1514 Warwick Rd., Warwick, Va., 352 pages, \$4.50. Illustrated.

Yard operations, road operations, and train dispatching are embodied in this authentic account—part textbook and part railroadiana—of what makes railroads clock. A handy reference.

**BRITISH TRANSPORT 1956**, British Transport Commission, 222 Marylebone Road, London, N.W. 1, England, 25 pages, illustrated. One shilling.

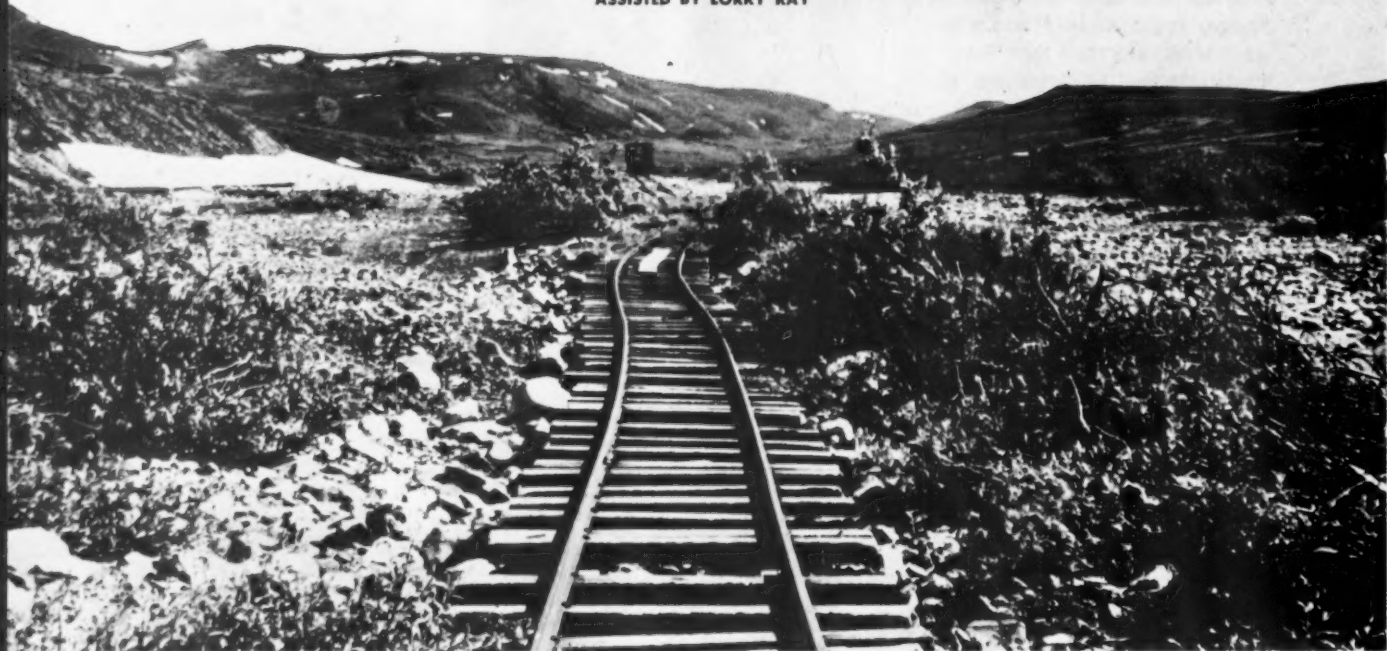
A progress report of operations on British Railways and all other methods of transportation controlled by the Commission. Emphasis is laid on modernization, new equipment, and finances. Comparison of their transportation problems with ours is interesting.

# From Nome to Nowhere

*The World's Loneliest Narrow-Gage, Near the Arctic Circle*

by Douglas Craig Wornom

ASSISTED BY LORRY RAY



There isn't a straight section on the entire Seward Peninsula line, and its equipment rocks and rolls like Elvis Presley.

Lorry Ray

**E**VEN TODAY, Nome is a pioneer town in the wilderness. Its wooden buildings, plank sidewalks, and unpaved streets lie on the southern margin of Alaska's tundra-shrouded Seward Peninsula, 2,300 nautical miles from Seattle. It's hard by the Bering Sea and not very far from Siberia. Extending northward out of Nome like a long crooked finger is the three-foot-gage Seward Peninsula Railroad.

You must go there in summer. Alaska winters have a vicious bite, but for three months of the year the land flames with brightly colored wildflowers and you can read by the sun until about an hour before midnight.

The little SP is unique. No other railroad on American soil is designated as a public highway. Since 1921 the Peninsula line has had this

distinction by order of the Alaska Road Commission, which controls it. Anyone owning a vehicle with flanged wheels that fit the slim-gage steel is allowed to operate at will over the uncertain trackage between Nome and the northern terminus that is patriotically named Bunker Hill.

Weird contraptions use this route—such rolling stock as home-made handcars, rail-borne jeeps, and tiny wooden buses powered by Ford model A engines, and even husky dogs pulling handcars over the rails. On the rare occasions when there is a meet on the main line, the "train" closest to a siding backs up.

This narrow-gage is the farthest north streak of rust on our continent. It is also the farthest west railroad, being about 500 miles west of the Hawaiian Islands. It is isolated.

Across the vast, icy, cobalt stretch of white-capped Bering Sea, beyond where the seals and walruses play but where the Soviet air patrols keep watch, there stands the northeastern terminal of the great Trans-Siberian Railway, flying the blood-red flag with a hammer and sickle. The little SP is remote and lonely.

Unlike its mighty neighbor across the water, the Seward Peninsula line doesn't go any place. It just rambles out of Nome through 80 miles of tundra along the right bank of the sullen Kuzitrin River and stops in the middle of nowhere. All you see at the end of track are a few deserted frame buildings, falling into decay, and some long-forsaken gold diggings. A ghost camp about 60 miles south of the Arctic Circle, too desolate even for the lean gray wolves! When I was there I did see

two or three hard-bitten old prospectors hanging around the relics of faded glory, but I understand that since then the ancient sourdoughs have gone.

**FIFTY-NINE** years ago, just after the Spanish-American War, some wanderer found in the southern part of the peninsula a fabulously rich placer-gold field. Glittering nuggets turned up in large numbers on lonely beaches and bleak tundras.

That discovery started a rush. The year 1900 saw more than 40,000 outsiders swarming all over the place in a frenzied search for wealth. They staked claims, built shacks, and sluiced out the yellow metal from open-pit diggings. Here and there a solitary prospector would reap as much as a thousand dollars a day.

Overnight, Nome mushroomed into a boom town, a city of small white tents. The fortune-seekers desperately needed transportation. Meanwhile, in 1899, Charlie Lane had arrived. Charlie was a shrewd sourdough who had filled many a poke with yellow dust in Colorado, Nevada, and California. Nome was his meat. He organized the Wild Goose Mining & Trading Company, which, in turn, built a four-mile narrow-gauge railroad known as the Wild Goose.

Then, in 1904, two other enterprises each bought a quarter interest in the railroad. Together with Charlie Lane, they reorganized themselves into the Nome-Arctic Cor-



poration and gave the narrow-gauge its present name, Seward Peninsula Railroad. After that they really went to work.

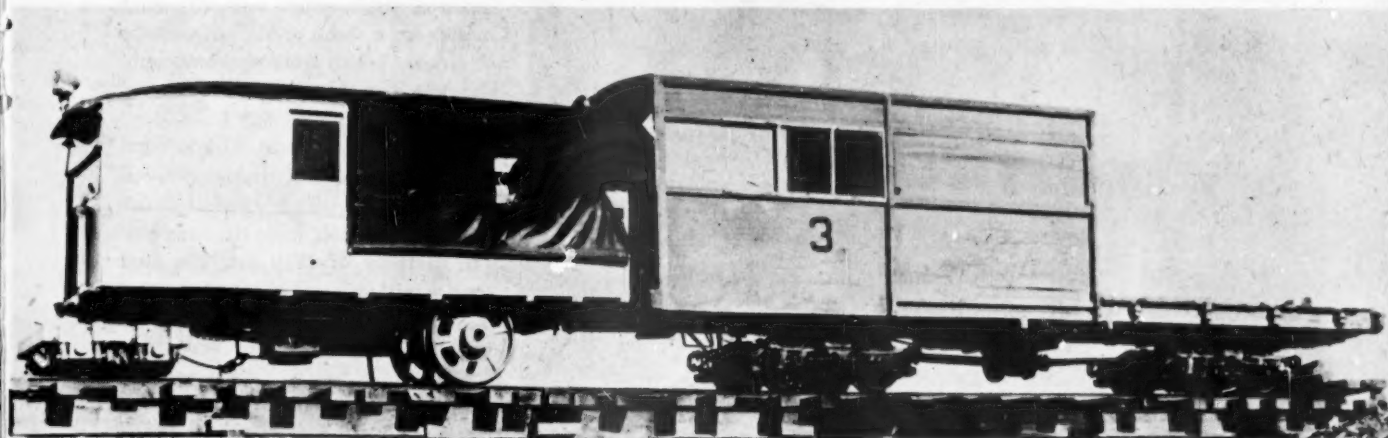
Gradually the rails crept northward. By September, 1905, regularly scheduled mixed trains were highballing over thirty miles of steel. But the construction and maintenance didn't come easy.

Sub-Arctic tundra is almost the worst possible type of ground for a right-of-way, as the Canadian Pacific had learned years before in building a trans-continental line. It is so soggy that the Alaskan workers had to lay hundreds of thousands of feet of timber for a roadbed. In

some cases they had to repeat the job time and again to keep the track and trains from sinking into the bog.

At first the junior SP was planned to run approximately 140 miles to Taylor Creek, a mining camp which flourished at the point where a stream forked into the Kougarok River. But to reach Taylor Creek would have meant the construction of many deep cuts and fills over a glacial terrain, the cost of which was prohibitive. So they followed the line of least resistance.

Bulldozers were not available in those days. Most of the work had to be done with hand labor assisted by horses and scrapers. By October,



This gasoline-powered 4-2-4-4 is a sample of the weird rolling stock you are likely to find in the bleak Alaska wilderness.

DECEMBER, 1957

Lorry Ray



Bouncing little railcar on Curly-Q Line reaches a tiny wooden turntable about 30 miles north of Nome. There an old sourdough known as "Whiskey Bill" greets the dozen or less passengers while it is being turned for the trip back to town.



Douglas Craig Wornom

1906—the date of *Railroad Magazine's* birth—the road was completed to Shelton, on the shallow Kuzitrin River, which is about 1000 feet wide at this point. Here a bridge was built. Trains from Nome arriving at Shelton would unload materials and supplies for miners of the upper Kougarok district.

Altogether, the little SP has 128 bridges and trestles. But the climate made things difficult. In the spring breakup of 1907 ice destroyed the Shelton bridge. Freight delivery was held up until early June, when the valley's watershed was cleared of water from melting snow. Thereafter, for years the rails, capping, and timber were removed at freeze-up time and replaced in the spring.

Operating the road was expensive. Glacial formations in the valleys thawed at places where the ground was broken for drainage purposes. Once the surface was disturbed and the ice underneath exposed to sun and air, the ground thawed, shrank, and shifted the roadbed. As a result, in some places hundreds of feet of rails and ties had to be moved and a new roadbed blasted out of the frozen soil.

Snowdrifts, some as deep as fifteen feet, were removed from the higher elevations—by sheer muscular shoveling! The cost of maintaining this cantankerous railroad was out of all proportion to its earnings.

The company had at least six locomotives. One, a 2-6-0 Climax geared type, proved to be too heavy for much of the roadbed and was used mainly on a steep grade just outside of Nome. Trains were operated only about two or three times a week.

**T**HEN came debacle. The Seward Peninsula's gold fields petered out and the railroad entered a decline from which it never emerged. The summer of 1910 saw the final commercial run of a steam engine on the line. That engine, saddle-tanker No. 4, had her fire banked for the last time, but was not scrapped. You can see her there today rusting her heart out beside the old sawmill less than 100 yards from Nome's

Federal Building. She faces the Bering Sea, hundreds of miles from a fellow iron horse.

In 1911 an effort was made to tear up the junior SP's rails, but residents of Nome rallied around their poor railroad and saved it. Two years later Jafet Lindeberg, president of a mining company, bought the entire road, with 70 miles of track and all equipment, for less than \$2,000. For several years he operated a small gasoline rail-bus that carried passengers, freight, and mail—and finally lost money on it.

Again the junior SP came near extinction, but in 1921 the Alaska Legislature rescued it. The Territory bought the railroad for \$20,000, declared it a public highway, spent money on putting it into shape, and extended the rails to Bunker Hill.

During World War II, in the face of threats from Japan, the United States Army and Air Force used the line. They brought up two locomotives from abandoned narrow-gauge pikes in Colorado to haul supplies and personnel around the Nome military installations. After the war the old girls were junked.

In 1946 the Road Commission got into the act again. They did some additional repair on the junior SP to make it fit for light gas-powered rolling stock. And then, more recently, a local man named Chuck Reader decided that the line had tourist possibilities. Vacationists clad in sporting togs and toting cameras were coming to Nome by airliner. Chuck began running gas-cars over 20 miles or so of the once-important gold-rush railroad—in summertime only.

Tommy Martin is now operating it.

When I was there, the train was running as far north as Iron Creek, a ghost town, through a countryside gay with wildflowers but bleak with crumbling relics of golden days. At Iron Creek an old sourdough known as "Whiskey Bill" greeted the dudes and their girl friends and posed for pictures while the little car was being reversed on a primitive wooden turntable for the return trip.

There isn't a straight section on the entire route. The way those small gas-cars rock and roll would delight Elvis Presley fans. Tommy bills his setup as the Curly-Q Line. His income is not impressive. But the Commission maintains his right-of-way, and at last reports he was still wheeling them over the rusty rails from Nome to nowhere. ●

The little SP has 128 bridges and trestles in its 80 miles. It is the only railroad officially designated as a public highway.





## INFORMATION BOOTH

Illinois Central local (engine 2746) waits on a siding north of Carbondale, Ill., for northbound *Panama Limited* to pass.  
Philip A. Weibler, 604 E. Armory, Champaign, Ill.

**1** (a) *Are most of America's railroads built on land given to them by the Government?* (b) *What did the roads do in return for these land grants?*

(a) No. From 1850-'71 the Government granted land to aid in the construction of pioneer railroads through undeveloped regions. These pikes represented no more than eight percent of the total U. S. railway mileage. (b) The land-grant roads carried mail at four-fifths of the established rate; Government property and military personnel for one half. Until land-grant rate reductions were abolished, payments by the railroads for land grants totaled

about \$1,250,000,000 in the form of reduced rates, or more than ten times the value of the lands at the time they were transferred.

**2** *Give comparative figures of diesel and steam power used on U. S. Class I railroads in the past ten years.*

Early this year diesel units totaled 26,215; steam locomotives, 3,654. In 1947 the reverse was true—35,108 steamers were in operation, and 5,772 diesel-electric units.

**3** *Who was the founder of the Railway Express Agency?*

William Harnden, who started the company with a carpetbag 118 years ago.

**4** *What progress has the French National Railroads made since setting the world's rail-speed record and operated a train without a crew aboard?*

Plenty. For example, their technicians have come out with a new type passenger coach, the "Pendulum" railcar, now in the experimental stage. It seats 32 and has an overall length of 75 feet.

The design is extremely advanced, with a seating section that hangs hammock fashion between two suspension

RAILROAD

In the old days, the space between the baggage car and locomotive was known as the "blind" because usually

**17** *Do you know of any road that uses two extremes of motive power, diesel-electrics and woodburning steam*

**ASK BARBARA:** Railroad questions are answered here every issue by our research expert—as many as space permits. Top priority is given to subjects that seem to be of wide general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.



points at either end of the car, allowing it to swing from side to side in a manner that counteracts the effect of lateral pulls of centrifugal force. This arrangement permits higher speeds on curves without the exaggerated banking of roadbeds which puts excessive strain on the outside rail. It is a revolutionary step, since railroads are limited in the amount of banking they can allow on curves. (Freight and passenger trains take sharp curves at different speeds.)

Continuous testing of this model may point the way to new solutions in passenger-coach comfort, not only for the French but for all European rail-equipment builders.

Some years ago American rail technicians experimented with a tilting passenger coach. The swing was achieved by increased flexibility of the springs rather than the suspension principle used in the French car.

**5** I have an Adams & Westlake lantern with two inscriptions. The glass is labeled "Pennsylvania Lines," and "CSB&NI Ry." is engraved in the metal. What do the initials mean?

Chicago, South Bend & Northern Indiana, now part of the Pennsy system.

**6** What is the average annual wage of American railroad employees?

Latest available figure is \$5,107, the highest in history.

**7** Why don't the railroads sell or give away discarded ties which they often burn on the right-of-way?

Because it is more economical to pile and burn them in one operation. It also eliminates the hazard of injuries to anyone who might enter railroad property to haul them away. Also, in today's market the sale value is so low that there would be few takers.

**8** (a) What is the horsepower of America's most powerful diesel-electric locomotive? (b) The diameter of the largest wheels of a standard diesel-electric freight hauler?

(a) 3000 hp. (b) 42 inches.

**9** Do inland waterways offer much competition to American railroads?

Yes. Last year this type of transportation recorded about 25 billion ton-miles of freight. Heavy volume and cheap rates are factors which induce

plants to locate new facilities on river banks from Minneapolis to New Orleans.

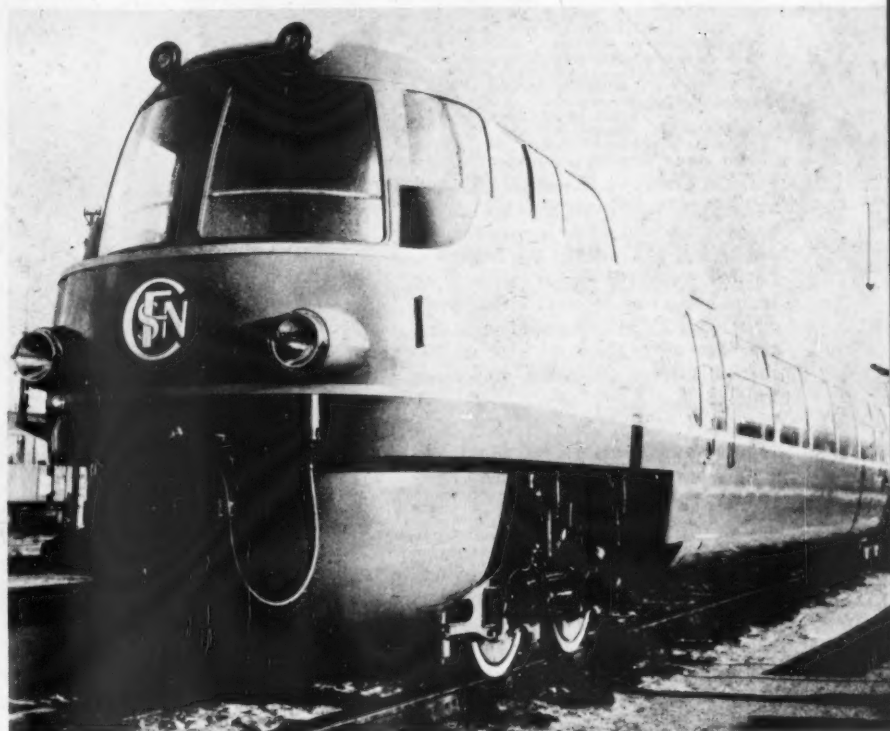
**10** What is the average weight of rail in Class 1 track?

104.1 pounds per yard.

**11** I read somewhere about an historical relationship between watchmakers and locomotive builders. What is the connection?

James Watt, the Englishman who

The *Pendulum*, new type passenger car designed to take curves out of train rides on French National Railroads. Seating section hangs like a hammock between two high-suspension points at each end. Travelers scarcely notice high-speed curves.



Broncard, La Vie du Rail

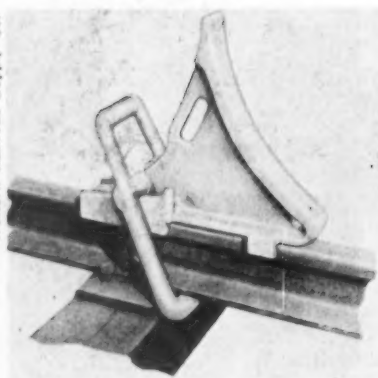
DECEMBER, 1957

39

on the Louisville & Nashville Railroad at Appalachia, Virginia.

Pennsy is an almost completely diesel and electric railroad.

display at station. Grizzly Flats on Ward Kimball's estate, San Gabriel. Western Pacific RR., Oakland-Stockton. Historic locomotives, stored. Colorado: Alamosa (outskirts of city) contains



**Porta-Stop** is held to rail by clamping link composed of two interlocking yokes.

In the old days, the space between the baggage car and locomotive was known as the "blind" because usually there was no connecting door. It was a favorite with hoboes who could ride there in comparative safety.

**16** Is there such a device as a portable car stop?

Yes, there is one called the Porta-Stop that weighs 40 pounds and is held to the rail by a split clamping link composed of two interlocking yokes. A pair can be installed on a track in a minute by one man. Time is saved because no tools are required.

**17** Do you know of any road that uses two extremes of motive power, diesel-electrics and woodburning steam engines?

Yes, the 564-mile United Railway of Yucatan, in Mexico, operates five diesel units and 42 woodburners.

**18** What is the average aisle width of a standard passenger coach?

Less than three feet.

**19** Which is the shortest railroad tunnel in the United States?

The Bee Rock Tunnel (30 feet long)

sparked the age of steam, was a watchmaker. So was George Stephenson who built the first practical steam locomotive, which in 1825 began operating Great Britain's Stockton & Darlington, the world's first public steam railway.

In America, the names of two Pennsylvania watchmakers are linked to steam power: Phineas Davis, who developed the first grasshopper-type engine, the *Atlantic*, and Matthias W. Baldwin, who became the best known of all locomotive builders in the world.

**12** How many roomettes are there on a standard all-roomette car?

Twenty-two.

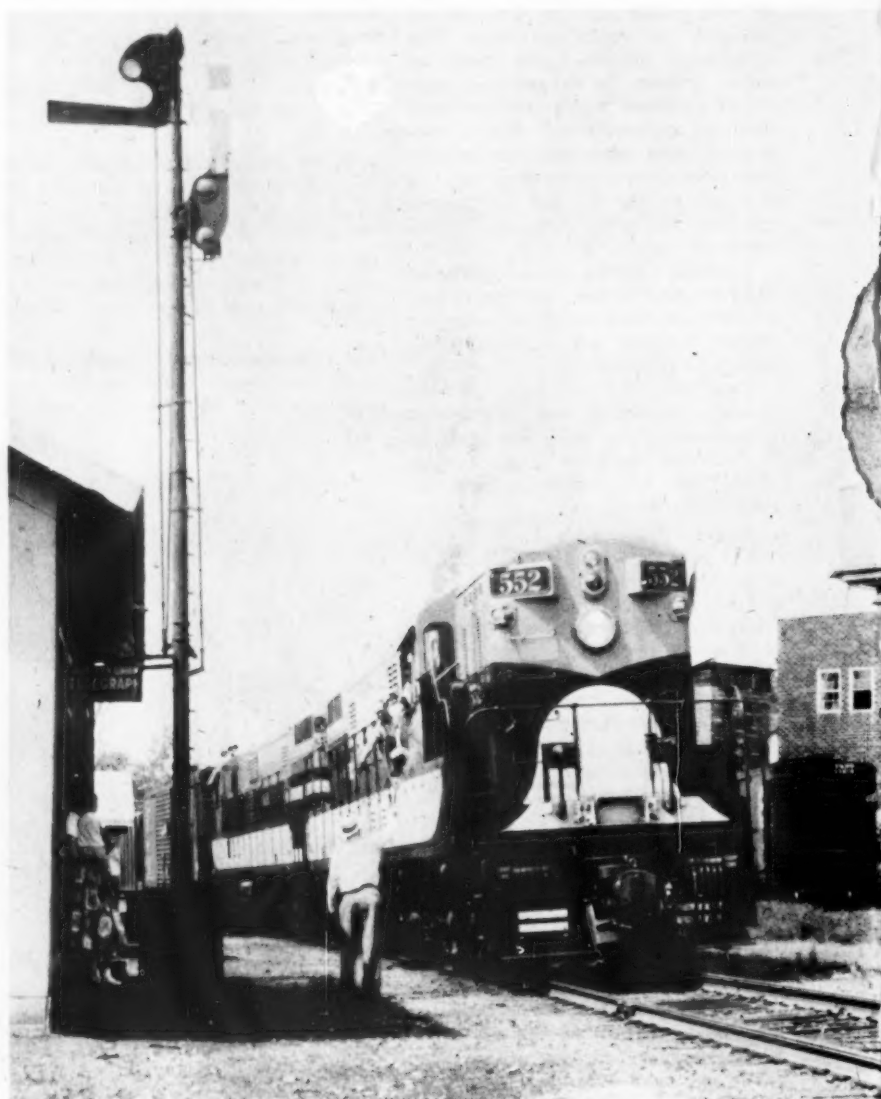
**13** Is it true that Abraham Lincoln's son, "Tadd," (Robert Todd) was a railroad official?

Not quite. He was president of the Pullman Company from Oct. 19, 1899, to May 18, 1911, and chairman of the board from the latter date until his death, Jan. 14, 1922. But Abraham Lincoln, a onetime lawyer for the Rock Island, was one of four U. S. Presidents with a railroad employment record. The other three were James Buchanan, Grover Cleveland, and Harry Truman.

**14** Which union station is used by the greatest number of railroads in the United States?

St. Louis Union Station, a terminal for 16 railroads, in addition to switching services performed by the Terminal Railroad Association of St. Louis, which is a railroad in itself.

**15** What is the origin of the expression, "riding the blind?"



Wabash eastbound freight stopped at Valley City Illinois to get orders from Agent-Operator, M. B. Stead, whose son Wesley happened to be on hand to take this shot.

on the Louisville & Nashville Railroad at Appalachia, Virginia.

**20** (a) Does the Pennsy still use T-1 4-4-4's for freight and passenger service? (b) Are diesels replacing GG-1's on the line? (c) Why isn't steam used in the Pittsburgh area?

(a) No. They went into service in 1942 before diesel power had reached its present general acceptance, and became obsolete in a relatively short time. (b) No. This is standard motive power on 3,000 miles of electrified track, including main lines between New York and Harrisburg, and New York and Washington. (c) Because the

Pennsy is an almost completely diesel and electric railroad.

**21** Can you furnish a world-wide roster of railroad museums?

No, because such a list is not available. However, we do have data on American railroad memorabilia, made up of widely scattered items, either on exhibition or in mothballs. Many of them are presented as a collection and housed under one roof, while others are shown individually. The following list is the latest available:

California: Travel Town, Griffith Park, Los Angeles. Stanford University, Palo Alto. Locomotive Governor Stanford on display. Southern Pacific Co., Sacramento. Locomotive C. P. Huntington on

display at station. Grizzly Flats on Ward Kimball's estate, San Gabriel. Western Pacific RR., Oakland-Stockton. Historic locomotives, stored.

Colorado: Alamosa (outskirts of city) contains a collection of old narrow-gauge equipment and records. Operated in connection with Narrow Gauge Motel, by Carl A. Hoffin and Robert S. Richardson. Denver & Rio Grande Western RR., Rio Grand Bldg., Denver. Museum of Western Transportation, Pueblo.

Connecticut National Trolley Museum, Branford Electric Ry. Ass'n. Trolley Museum, National Ry. Historical Society, Warehouse Point.

District of Columbia: Smithsonian Institution, 1000 & Independence Ave., S.W. Florida: Florida State Museum, University of Florida, Gainesville.

Georgia: Cyclorama, Grant Park, Atlanta. Civil War locomotive, Texas.

Illinois: Museum of Science & Industry, Jackson Park, Chicago. Chicago Historical Society, North Ave. at Clark St. Chicago & North Western Railway, Historic locomotive Pioneer, stored.

Indiana: Tee Pee Museum, Toledo, Peoria & Western RR., Effner.

Louisiana: Shiloh, located two miles south of Amite City on U. S. Route 51. Not a public museum, but a 24-hour release to tour property may be obtained. About 20 engines on display. Owned by Paulsen Spence, president of the Gulf and Gravel Co.

Maine: Trolley Town, USA. Kennebunkport. An outdoor operating museum. University of Maine, Orono. Locomotive Lion on display.

Maryland: Baltimore & Ohio RR. Transportation Museum, Mt. Clare Roundhouse, Baltimore. Contains the country's largest collection of historic locomotives.

Massachusetts: Baker Library Museum, Harvard Business School, Railway & Locomotive Society, Boston. Edenville Railroad, South Carver.

Michigan: Henry Ford Museum, Dearborn.

Minnesota: Minnesota Museum of Mining, Chisholm. Duluth, Missabe & Iron Range Railway, Duluth. See Line Museum, Minneapolis. Great Northern Railway Museum, 175 East Fourth St., St. Paul. Great Northern Railway, St. Paul Union Depot. Locomotive William Crooks on display in lobby. Omaha Railway Historical Museum, Chicago. St. Paul, Minneapolis & Omaha Ry., 275 Fourth St., St. Paul.

Missouri: Museum of Transport, Inc., Barrett Station Road, near St. Louis. Missouri Pacific Museum, Missouri Pacific Bldg., St. Louis.

Nebraska: Union Pacific RR. Museum, Omaha. New Jersey: New Jersey Historical Society Railroad Museum, 230 Broadway, Newark.

New York: Buffalo Museum of Science, Buffalo. Museum of the City of New York, Fifth Ave. & 104th St., N. Y. C. Railway Express Agency Museum, 230 Park Ave., N. Y. C. Museum of Science & Industry, Rockefeller Center, N. Y. C. Rochester Museum of Arts & Sciences, Rochester. Syracuse Railroad Museum, 1303 Midland Ave. Rail City Museum, Sandy Pond, Oswego County. Located on the estate of Dr. Stanley A. Groman. Trolley Museum of N. Y. in New York City.

North Carolina: Seaboard Air Line Railway, Hamlet. Historic locomotive on display. North Carolina Historical Commission, Raleigh. State Department of Archives and History, Hall of History Railroad, Raleigh. Collection of models telling story of railroading in the state.

Ohio: Erie Railroad Museum, Midland Bldg., Cleveland. Ohio Railway Museum, Worthington. Maintained by railfans in Columbus area.

Oklahoma: Chamber of Commerce Railroad Museum, Oklahoma City.

Pennsylvania: The Franklin Institute, 20th St. & Benjamin Franklin Parkway, Philadelphia. Philadelphia Commercial Museum, 34 Bell Spruce. Pennsylvania Railroad engine house, Northumberland. Pennsy's historical collection—stored. Carnegie Museum, Forbes St., Pittsburgh. Alexander's Train Museum, Washington Crossing. Owned by Edwin P. Alexander, scale-model builder.

Tennessee: Nashville, Chattanooga & St. Louis Ry., Chattanooga. Civil War locomotive, The General, on display at station. Casey Jones Railroad Museum, Jackson.

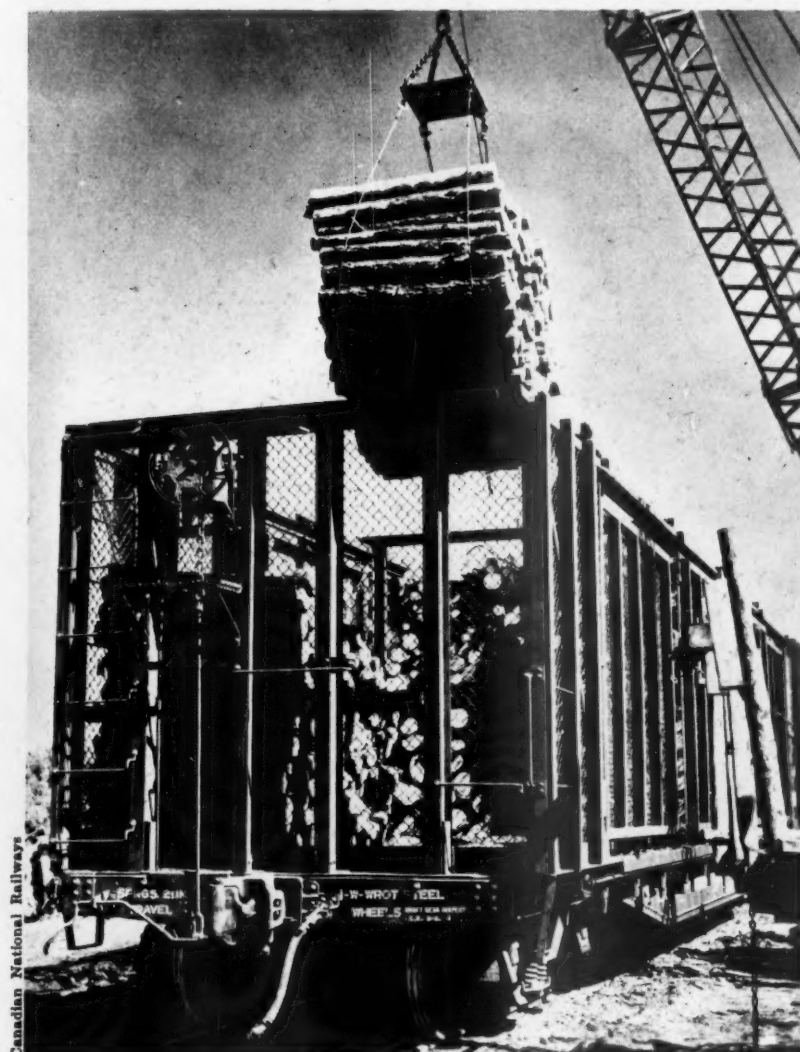
Texas: Texas & Pacific Ry., Texas & Pacific Bldg., Dallas. Texas & Pacific Ry., Fort Worth. Southern Pacific Museum, Houston. Historical collection—stored. Palace on Wheels of Jay Gould, Jefferson.

Vermont: Shelburne Museum, Shelburne.

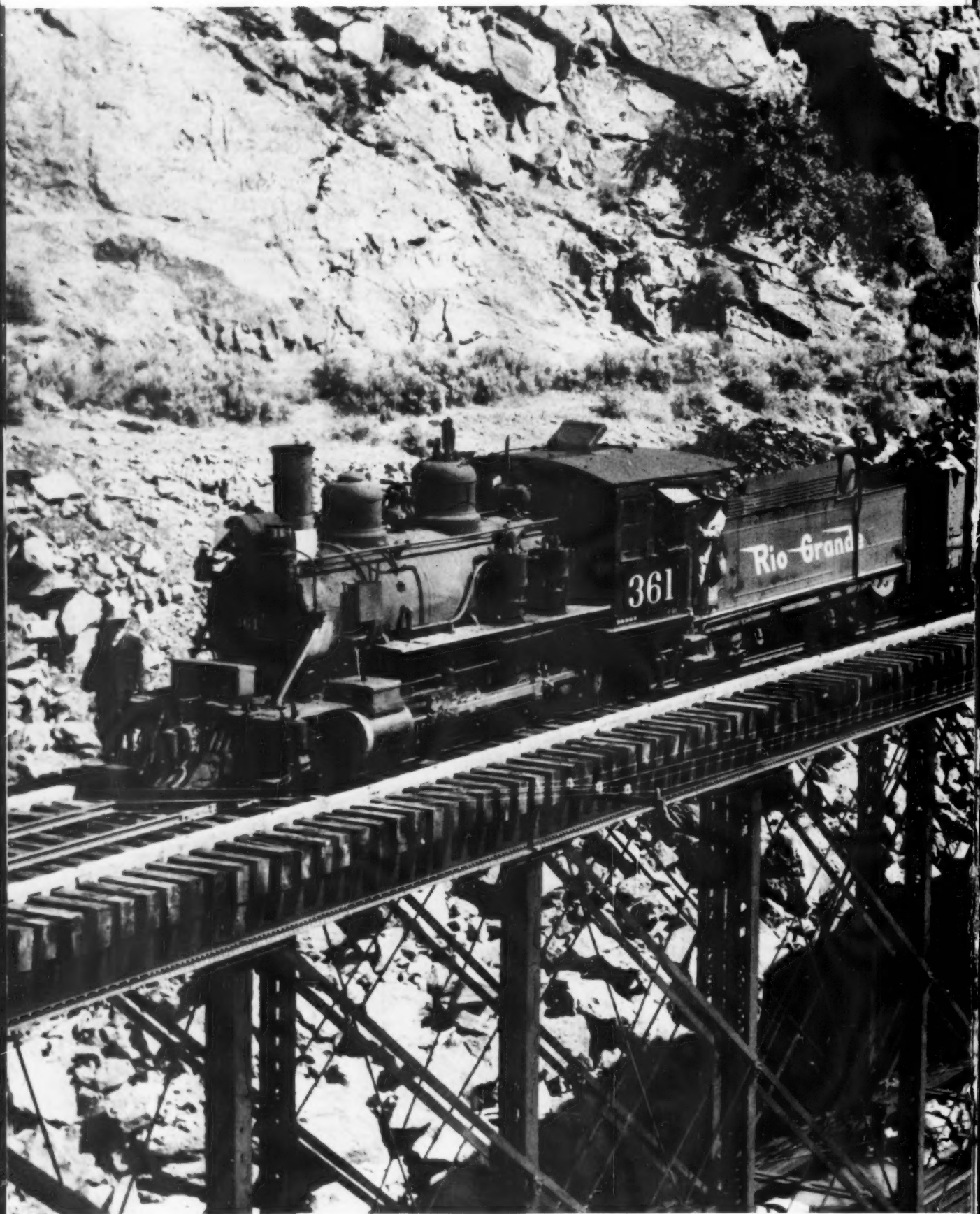
Virginia: Seaboard Air Line Railroad, Norfolk. Washington: Northern Pacific Ry., Spokane. 1883 locomotive—stored.

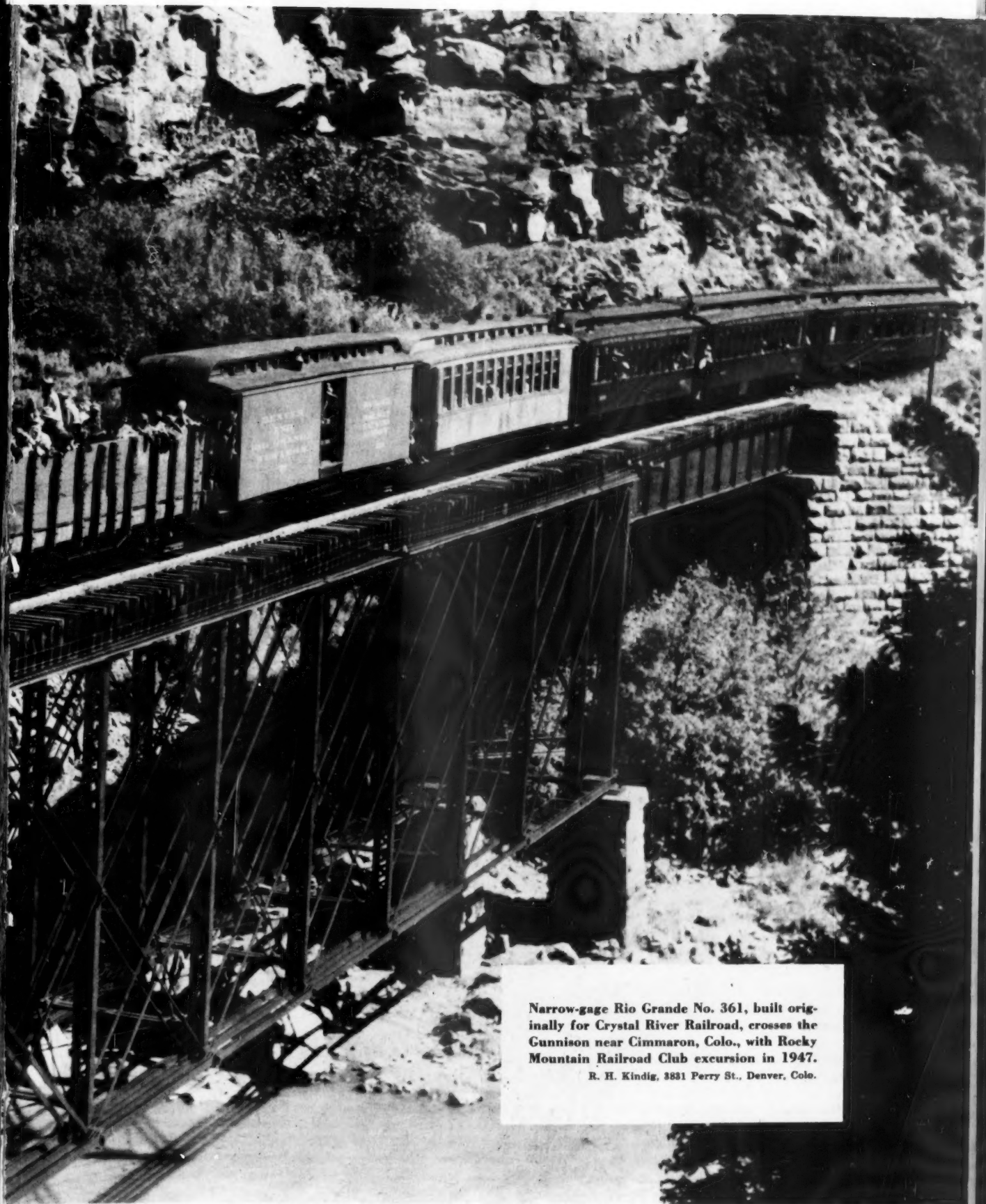
Wisconsin: Wisconsin State Historical Society, 816 State St., Madison. Rail Town, U. S. A., Milwaukee. Museum on U. S. Route 41.

A list of British museums is published in the "Universal Directory of Railway Officials and Railway Year Book," Directory Publishing Co., Ltd., 33 Tothill St., Westminster, S.W. 1, England. We do not know if other countries have similar lists.



New car designed and tested by Canadian National Railways for transporting pulpwood in high-speed freight trains. Essentially it is a flatcar with wire mesh crib built on top. Moveable side gates slide lengthwise or swing out from hinges for "rollout" method of unloading. Can be loaded by fork lift trucks or crane.





Narrow-gage Rio Grande No. 361, built originally for Crystal River Railroad, crosses the Gunnison near Cimmaron, Colo., with Rocky Mountain Railroad Club excursion in 1947.

R. H. Kindig, 3831 Perry St., Denver, Colo.



Switch stand after season's first snowfall.



Railroaders wear their stars and bars as proudly as service men display hashmarks. Insignia on sleeve of Lackawanna conductor shows 50 years of service, 20 for each star, and 5 for each bar.

**22** Please publish a list of steam locomotive builders from the early days to the present time.

The following list includes builders of rod, *not geared*, locomotives. The dates shown are approximate, and continue to the close of World War II (indicated by \*), at which time the Baldwin - Lima - Hamilton Corporation was formed. From that point on, steam locomotives ceased to be built.

American Locomotive Co. Main plant at Schenectady, N. Y. A consolidation in 1901 of Brooks Locomotive Works Cooke Locomotive & Machine Co. Dickson Manufacturing Co. Manchester Locomotive Works Pittsburgh Locomotive & Car Works Rhode Island Locomotive Works Richmond Locomotive Works Rogers Locomotive Works (acquired in 1908)	New York, N. Y.	1901-
Amoskeag Manufacturing Co.	Manchester, N. H.	1849-1855*
J. R. Anderson & Co.	Richmond, Va.	1852-1854
Anderson & Delany	Richmond, Va.	1855-1858
Anderson & Souther	Richmond, Va.	1853-1854
Tredger Works	Richmond, Va.	1850-1858
Appomattox Loco. Works	Petersburg, Va.	1856-?
Aurora Loco. Works	Aurora, Ind.	1856-?
C. A. Olmstead & Co.	Aurora, Ind.	1854-?
Baldwin Locomotive Works	Philadelphia, Pa.	1831-
Built locomotives under the following partnerships		
Matthias W. Baldwin		1831-1839
Baldwin, Vail & Huffy		1839-1841
Baldwin & Vail		1841
Baldwin & Whitney		1842-1846
M. W. Baldwin		1846-1854
M. W. Baldwin & Co.		1854-1857
M. Baird & Co.		1847-1873
Burnham, Parry, Williams & Co.		1873-1891
Burnham, Williams & Co.		1891-1909
Baldwin Loco. Works		1909-1911
The Baldwin Loco. Works		1911-date
Ballardville Mfg. Co.	North Andover, Mass.	1848-1849
Baltimore Loco. Works	Baltimore, Md.	1863-1867
Bemis & Co.	Springfield, Mass.	1857-?
Blanchard & Kimball	Springfield, Mass.	1854-?
H. & F. Blandy	Zanesville, Ohio	1852-1858
Seth Boyden	Newark, N. J.	1837-?
H. J. Booth & Co.	San Francisco, Cal.	1861-1868
James Brooks	Philadelphia, Pa.	1840-?
Brooks Loco. Works	Dunkirk, N. Y.	1849-1901*
Buffalo Steam Engine Works	Buffalo, N. Y.	1855-?
Burr & Ettinger	Richmond, Va.	1852-?
Burr, Pea & Sampson	Richmond, Va.	1846-?
David I. Burr & Co.	Richmond, Va.	1837-1841
Campbell, Whittier & Co.	Cambridgeport, Mass.	1866-?
Chicago Loco. Works	Chicago, Ill.	1853-1856
H. H. Scoville & Sons		
Cincinnati Loco. Wks.	Cincinnati, Ohio	1854-1857
Clark, Cooper & Co.	Mt. Vernon, Ohio	1854-?
Cooke Loco. & Machine Co.	Pateron, N. J.	1852-1901*
Danforth Loco. & Machine Co.	Pateron, N. J.	1845-1882
Danforth, Cooke & Co.	Pateron, N. J.	1852-1865
Jabez Coney	South Boston, Mass.	1848-?
Corliss, Nightingale & Co.	Providence, R. I.	1851-?
Stacey Costell	Philadelphia, Pa.	1831-?
Covington Loco. Works	Covington, Ky.	1854-?
A. L. Greer & Co.		
Cuyahoga Steam Furnace Co.	Cleveland, Ohio	1850-1856
Davis & Gartner	Baltimore, Md.	1832-?
Phineas Davis	York, Pa.	1831
Davenport Loco. Works	Davenport, Iowa	1877-?
Dawson & Bailey	Connellsville, Pa.	1879-1882
Denmeade & Son	Baltimore, Md.	1853-1859
Dennis, Wood & Thomas	Auburn, N. Y.	1840-1842
Detroit Loco. Works	Detroit, Mich.	1854-1857
De Graff & Kendrick		
Dickson Manufacturing Co.	Scranton, Pa.	1856-1901*
D. H. Dotterer & Co.	Reading, Pa.	1839-1842
H. R. Dunham & Co.	New York, N. Y.	1834-1838
Browning, Dunham & Co.	New York, N. Y.	1837-?
Eason & Dotterer	Charleston, S. C.	1833-1838
Thomas Dotterer	Charleston, S. C.	1837-?
Essex Co.	Lawrence, Mass.	1850-1852
Eastwick & Harrison	Philadelphia, Pa.	1839-1842
Garrett & Eastwick	Philadelphia, Pa.	1836-1838
Gallion Loco. Works	Gallion, Ohio	1854-?
Grant Loco. Works	Pateron, N. J.	1848-1883
	Chicago, Ill.	
	Pateron, N. J.	1851-1863
	Pateron, N. J.	1848-1851
	Pateron, N. J.	?
	Cincinnati, Ohio	1852-1853
	Cincinnati, Ohio	1851-1854
	Cincinnati, Ohio	1847-1849
	Cincinnati, Ohio	1848-1852
	Cincinnati, Ohio	1846-1848
	Baltimore, Md.	1863-1867
	Boston, Mass.	1841-1889
	Boston, Mass.	1844-1870
	Boston, Mass.	1861-1864
	Boston, Mass.	1848-1861
	Boston, Mass.	1841-1848
	New York, N. Y.	1840-?
	Jersey City, N. J.	1854-1866
	Jersey City, N. J.	1854-1857
	Louisville, Ky.	1854-
	Cambridgeport, Mass.	1850-1852
	Reading, Pa.	prior to 1858
	Lancaster, Pa.	1853-1861
	White River Jct., Wt.	1854-1856
	Lawrence, Mass.	1852-1857
	Lima, Ohio	1879-?
	Louisville, Ky.	1871-?
	Lowell, Mass.	1845-1854
	Lowell, Mass.	1835-1845
	Pittsburgh, Pa.	1834-1837
	East Boston, Mass.	1844-1848
	Jersey City, N. J.	1849
	Charleston, S. C.	1837-?
	Charleston, S. C.	1851-?
	Albany, N. Y.	1840-?

Manchester Loco. Works  
 Mason Machine Works  
 William Mason  
 Matfield Mfg. Co.  
 Matteawan Machine Co.  
 Menominee Loco. Works  
 Mill Dam Foundry  
 E. L. Miller  
 Moore & Richardson  
 Mount Savage Loco. Works  
 Murray & Hazelhurst  
 Nashville Mfg. Co.  
 National Loco. Works  
 New Castle Mfg. Co.  
 E. A. G. Young  
 New York Loco. Works  
 Niles & Co.  
 Richard Norris & Son  
 Norris Bros.  
 William Norris  
 Long & Norris  
 Norris  
 E. S. Norris  
 Palm & Robertson  
 Pittsburgh Loco. & Car Works  
 H. K. Porter Co.  
 Porter, Bell & Co.  
 David Bell Co.  
 Portland Loco. Works  
 Poughkeepsie Locomotive Works  
 Rhode Island Loco. Works  
 International Power Co.  
 Richmond Loco. Works  
 Roanoke Machine Works  
 Now the shops of the Norfolk & Western Ry.  
 Rogers Loco. Works  
 Rogers Loco. & Machine Co.  
 Rogers, Ketchum & Grosvenor  
 Schenectady Loco. Works  
 Coleman Sellers & Son  
 Smith & Perkins  
 Virginia Loco. & Car Works  
 R. C. & T. Smith  
 T. W. Smith  
 John Souther  
 Globe Loco. Works  
 Springfield Car & Engine Co.  
 William Swinburne  
 Swinburne, Smith & Co.  
 Talbot & Bros.  
 Taunton Loco. Works  
 E. Thrasher & Co.  
 Trenton Loco. Works  
 Vulcan Iron Works  
 Vulcan Iron Works  
 Uriah Walls  
 West Point Foundry  
 Seth Wilmarth  
 Ross Winans  
 Gillingham & Winans

Manchester, N. H.  
 Taunton, Mass.  
 Taunton, Mass.  
 East Bridgewater, Mass.  
 Fishkill Landing, N. Y.  
 Milwaukee, Wis.  
 Boston, Mass.  
 Charleston, S. C.  
 Cincinnati, Ohio  
 Mt. Savage, Md.  
 Baltimore, Md.  
 Nashville, Tenn.  
 Connelisville, Pa.  
 New Castle, Del.  
 New Castle, Del.  
 Rome, N. Y.  
 Cincinnati, Ohio  
 Philadelphia, Pa.  
 Philadelphia, Pa.  
 Philadelphia, Pa.  
 Schenectady, N. Y.  
 Lancaster, Pa.  
 St. Louis, Mo.  
 Pittsburgh, Pa.  
 Pittsburgh, Pa.  
 Pittsburgh, Pa.  
 Portland, Maine  
 Poughkeepsie, N. Y.  
 Providence, R. I.  
 Richmond, Va.  
 Roanoke, Va.  
 Paterson, N. J.  
 Paterson, N. J.  
 Paterson, N. J.  
 Schenectady, N. Y.  
 Philadelphia, Pa.  
 Alexandria, Va.  
 Alexandria, Va.  
 Alexandria, Va.  
 South Boston, Mass.  
 Springfield, Mass.  
 Paterson, N. J.  
 Paterson, N. J.  
 Richmond, Va.  
 Taunton, Mass.  
 Dayton, Ohio  
 Trenton, N. J.  
 Wilkes-Barre, Pa.  
 San Francisco, Cal.  
 Petersburg Va.  
 New York N. Y.  
 South Boston Mass.  
 Baltimore Md.  
 Baltimore, Md.

1855-1901\*  
 1853-1890\*  
 1853-1883\*  
 1854-1857  
 1849-7  
 1852-1857  
 1834-1835  
 1833-1834  
 1853-1861  
 1875-1885  
 1854-1857  
 1852-1853  
 1890-1895  
 1832-1858  
 1832-1839  
 1883-1891  
 1852-1859  
 1832-1845  
 1846-1852  
 1834-1846  
 1832-1834  
 1846-1851  
 1844-1847  
 1853-1858  
 1847-1901\*  
 1846-date  
 ?  
 1846-1871  
 1848-1907\*  
 1838-7  
 1846-1901\*  
 1886-1901\*  
 1884-1893  
 1837-1905\*  
 1856-1893  
 1837-1856  
 1851-1901\*  
 1836-1841  
 1851-1857  
 1851-7  
 1837-7  
 1848-1864  
 1848-1851  
 1848-1857  
 1848-1851  
 1849-1852  
 1847-1890\*  
 1855-7  
 1853-1857  
 1848-date  
 1862-7  
 1851-1857  
 1830-1835  
 1848-1855  
 1837-1840  
 1837-1843

**23** Is it true that for \$1.25 you can buy a railroad ticket that will take you from the Atlantic to the Pacific Ocean?

Yes, from the Panama Railroad which runs alongside the Panama Canal.

**24** I would appreciate a brief history of the Richmond, Fredericksburg & Potomac.

The RF&P was incorporated by Act of the General Assembly of Virginia, Feb. 25, 1834. Actual operation began two years later, and the speed of ten miles an hour attained by the first train was regarded as amazing. Some of the early engines were woodburners imported from England.

In the first days of operation the rails extended from Richmond to North Anna River, about 27 miles. Passengers were transported by stage coach from its northern railhead through Fredericksburg to a Potomac River landing, where a steamer took them upriver to Washington. Because of its location the RF&P played an important part in transportation of troops and supplies in the War Between the States.

The present 118-mile north-south line is one of the very few American roads which has been in operation for more than a century under its original name and without reorganization. Its

Pennsylvania Railroad



Over 1,400 people arrived by excursion train to watch the dedication ceremonies at Altoona, which took place on the Pennsy's famous Horseshoe Curve. Railroad presented city with engine No. 1361, one of their famous K-4's, built in Altoona shops. She will stand as a monument to the town known as the cradle of Pennsy steam engines, and a lasting memorial to a century-old relationship between the railroad and community. No. 1361 was in service since 1918, hauling PRR's passenger fleet for over 35 years, until retirement for the diesel. She rolled up 2,469,000 miles, a little less than 100 trips around the world.



No. 1885, former Louisville & Nashville locomotive used by 10-mile Carrollton RR.  
Gordon S. Crowell, 24 Morris Crescent, Yonkers, N. Y.

key location makes it the connecting link between the North and the South along the Atlantic seaboard. It interchanges passenger traffic with the B&O, the C&O, the Pennsylvania, and the Southern at Washington, freight traffic at Potomac Yard, Va., and with the Atlantic Coast Line, the C&O, the Seaboard Air Line, and the Southern at Richmond.

Today's operation is fully dieselized. Freight and passenger service are handled with streamlined equipment on a double-track route between Richmond and Washington.

**25** How many passenger-train cars are operated on U. S. railroads?

About 37,000.

**26** Why don't the various state legislatures take action to prevent railroad abandonments?

Some of them do. A recent enactment in New Jersey states that "the public interest of the state requires that there be no further abandonment or curtailment of passenger rail service in

New Jersey pending the final report of the New York-New Jersey Metropolitan Rapid Transit Commission."

**27** Is there any steam power left in service on the Louisville & Nashville?

No, except for one engine, No. 1885, now in use on a "lend-lease" basis by a freight subsidiary, the 10-mile Carrollton Railroad, running between Carrollton and Worthville, Ky. Nine L&N steamers are being kept in white lead. The others have been scrapped. *Railroad Magazine* published L&N rosters in January 1936 and June 1949.

**28** Do the wheels of a standard passenger car turn on the axle or with the axle?

With the axle.

**29** When did the Central Vermont discontinue steam power?

The last scheduled steam run was Mar. 29, 1957 when train No. 21, The *Montrealer*, crack Washington-Montreal express, was hauled from White River

Jct. to St. Albans, Vt., by engine 6208 (a 4-8-4). The train was then turned over to a pair of new EMD GP-9 road switchers, Nos. 4926 and 4927, for the rest of the trip. Later that day 6208 was hauled (dead) to Montreal.

On May 17th two additional sections of train 20 were operated south to White River Jct. by two 4-8-4's and returned to Montreal on May 20th.

Engine No. 602 made her last run northward on freight April 4, and No. 707 on the same train, March 23, thus ending the CV's so-called "big power." These two locomotives were the last of the 4-8-2 and 2-10-4 types on the CV.

**30** What is the estimated number of station-to-station high-speed passenger runs in the United States?

More than 3,100. Some attain speeds of 84 mph, start to stop. Many get up to 90, or even 100, along the way.

**31** New York's subway system is often called "the world's safest railroad." Did it ever have a wreck with a high casualty list?

Yes, but not under its present municipal operation. On Nov. 1, 1918, a strike was called on the Brooklyn Rapid Transit Lines, which connected Manhattan with Brooklyn. During the evening rush hour a "scab" motorman failed to light the markers on his five-car *Brighton Express* and a green towerman pulled the wrong switch. As a result, the train jumped the track at Malbone Street, Brooklyn, crashing into a cement wall. The casualty list showed 97 dead and 225 injured. It was America's second worst rail disaster. Ever since then Malbone Street has been known as Empire Boulevard.

**32** What happened to New York, Ontario & Western locomotives when the line was abandoned?

They were leased to other roads; at least 21 of them to the New York Central.

**33** Do you know of any electric railway that changed over to steam power?

Yes, the Furka-Oberalp line in the Swiss Alps. Because of violent winter storms the road's electric installations had to be removed each autumn and reset the following spring. This costly operation forced the management to discontinue electric power and revert to steam.

Maybe some reader knows of other juice lines that made a similar change.

**34** Where will I find descriptive information, plus photographs or drawings of steam and diesel locomotives built within the last twenty years?

In the *Locomotive Cyclopedia*, published by Simmons-Boardman Corp., 30 Church Street, New York City.

**35** What was the former name of the line that is now the Baltimore & Ohio Terminal Railroad that runs into Chicago on the South Side?

The immediate predecessor was the Chicago Terminal Transfer Railroad Co., which the B&O bought June 6, 1910. The CTT was organized in June, 1897, through a consolidation of the Chicago & Calumet Terminal with the Chicago & Northern Pacific.

## Running Extra

MUCH as we like to oblige, we do not give specifications on any particular locomotive. We urge readers to limit questions to subjects of wide general interest.

S. A. SHULER, 25 Romeyn Ave., Amsterdam, N. Y., is interested in private car No. 30, better known as

"Cleveland's Honeymoon Car," which he saw in a scrap yard of the old New York, Ontario & Western at Middletown, N. Y.

According to a recent newspaper report, it is in almost the same condition as when President Grover Cleveland married Frances Folsom at the White House in 1886 and they departed on a honeymoon in this handsomely appointed coach. Can any reader furnish pictures of the interior, and information as to when and where the car was built?

L. S. DAVIS, 7 Casa Way, San Francisco, Calif., wants to know how long the Paris & Mt. Pleasant RR. (in the state of Texas) was in operation.

WHO can supply pictures of, and complete details about, Pennsylvania RR. disc signals to William Oles, 833 W. College Ave., State College, Pa.

A HISTORY of the Lackawanna branch, that runs from Oswego to Ithaca, N. Y., is requested by Jesse Mix, 148 Center St., Waverly, N. Y.

JAMES LUCEY, 20 Florence St., Newington, Conn., wants to know which tracks run into the following Connecticut towns: The single-track line that crosses the main road into

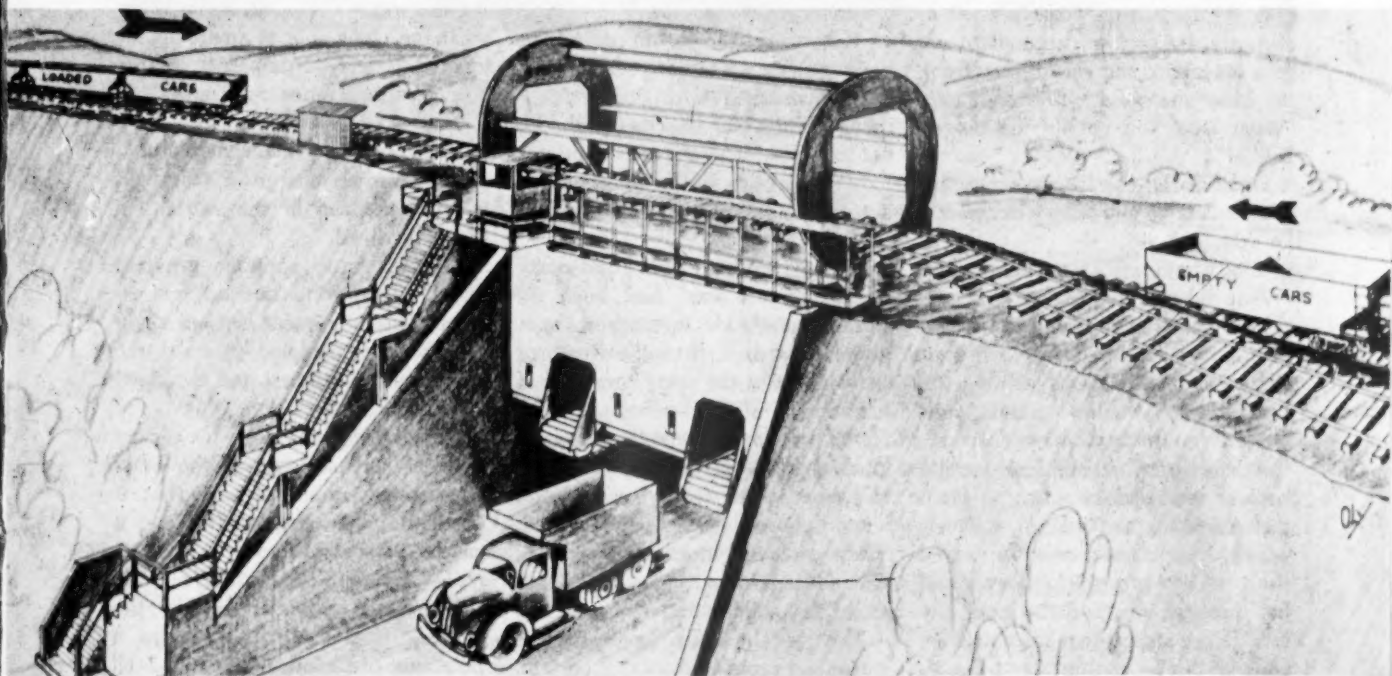
Hartford. Also the single track which crosses Route 72 (passing through Berlin, Cromwell and Middletown) at two separate places. If they are still in use, he wants to know how often and by what of trains; if not, when were they last in operation.

G. GABLETONI, Indianapolis, Ind., sent information about General J. H. Devereux, requested in our August issue: He was a railroad construction engineer in the 1850's; superintendent of the U. S. Military Railroads at Alexandria, Va., during the Civil War; general superintendent of the Cleveland & Pittsburgh, 1865-'69; vice president of the Lake Shore & Michigan Southern, 1870-'73; president of the Cleveland, Columbus, Cincinnati & Indianapolis, 1873-'79; and president of the New York, Pennsylvania & Ohio, commencing 1880.

"YOUR staff is doing a good job," writes Chet Schwartzkopf, Box 789, Eureka, Calif., "but how come Barbara Kreimer knows the answers to so many questions?"

We don't. But in most cases we know where to get them—by research, phone calls, or correspondence. And when we're stumped or too busy to research a particular question, we print it in Running Extra.

Union Railroad will fight "pavement-pounding" competition with modern rotary dumper with tracks that will take 90 loads. After unloading, the cars will coast by gravity through a switchback and down a 40-car empty track where they will be coupled together and taken away by a locomotive. Dumper will unload a car every three minutes. Only known device with the track constructed on a two-percent grade, within dumper. Receiving bins will hold two carloads and pass three-foot pieces.



# WITH THE WIRES DOWN



*Luckily for Eddie Sand, a Telegraph Instrument Sounds the Same  
Whether the Key Is in the Next Room or a Hundred Miles Away*

by HARRY BEDWELL

THE STORM exploded from the rifle barrel of the Pass. It slapped the *Imperial Limited* in the face with a charge of birdshot sleet when the train checked and stopped under the peremptory arm of the semaphore. Station and section houses, the only structures at Saber Summit, squatted and hunched against the volley.

As Conductor Gary stamped into the station, the wind snatched the door from his hand and slammed it abruptly. He took ten seconds to regain his breath and shake snow from his blue and gold uniform. Then: "What have you got on the board, Eddie?"

Eddie Sand took his feet from the telegraph table and reflected. "Paint," he said.

"Don't be funny," Gary demanded. "What did you stop us for?"

The operator smiled. He wished that some conductor less arbitrary about making time was running the *Limited*. You couldn't reason with Gary if you delayed him.

A late storm had suddenly turned back at the break of spring to catch the *Anaconda & Western* with its winter equipment stowed or in the shop. All day snow had been whitening *Imperial Pass* and the grade below. Eddie sensed that the cuts were choked, but he couldn't say for sure.

The wires had gone out at noon. That blinded the division, shutting each train operation into a blank sphere of silence to fumble through without direction or advice.

Cold needles of sound pecked at the windows. Gary bridled his temper as he spoke.

"Let's have the orders, Eddie, so we can get down the grade in a hurry. We took a fireman off the extra board and he messed his fire coming up. The engineer had to shut off the steam head in the coaches to have power enough to make that last ten miles. We got to scramble down before that bakehead runs us out of coal. These passengers get ugly when the Pullmans cool off. 'Specially that party in the private car."

Already this afternoon "that party in the private car" had been on Eddie's mind. He knew from telegrams overheard, from the gossip of the wires, that the party consisted of bankers. H. H. Nickerson, president of the *Anaconda & Western*, had invited them to inspect the property and report. The Old Man wouldn't want them delayed or endangered. There was too much at stake. He needed those men to back him financially in modernizing the A & W.

The twilight blanked out as if the storm had dropped a sudden curtain.

Eddie lit the oil lamps. Gary was impatient.

"How about my orders?"

"There aren't any," Eddie said quietly. "The wires have been out since noon. That's why I stopped you. I don't know what has happened on the hump, but it has been storming all day and you'd better tie up here till the wires start working so we can find out."

The conductor blew up. "You holding me without an order? You know what the chief does to smart operators who delay Number 9. Better give me a clearance right now!"

EDDIE had to make a decision. He was in charge of that bald spot on the rim of the world. He shook his head.

The telegraph sounder grunted. Outside, the wind howled into silence. The instrument clacked again as the wire struggled to resist the weight of the tempest and the clawing fingers of sleet.

He bent over the desk, his ear set to catch any whisper of the brass tongue. The sounder gasped as if the storm were choking it. Then it gave the dispatcher's call. Desperately, DS flashed back his faint answer.

The brass pounder caught the words. "This is the lineman up a pole west of Granite." You could tell



**The Electronic Yard: where  
freight trains get off to a fast start**

Moving freight cars are weighed, routed,  
and their speed controlled—electronically.  
Thus trains are swiftly assembled.

## More Railroad Progress like this depends on adequate earnings

### *Isn't this common sense?*

Improvements such as the electronic freight yard cost a lot of money—money which the completely self-sustaining railroads must supply from their earnings. When railroads are able to improve their services, we all benefit. And railroads just aren't earning enough money these days to put into operation all the improvements they have developed, as fast as they would like.

Railroads *could* make enough money to do more of these things, for they are — by far — our most

efficient system of mass transportation. But their earning power is hamstrung by outdated government policies that favor competing forms of transportation.

As a result, the railroads' earnings are reduced — and the nation loses some of the benefits of railroad progress. In your interest — in the interest of *every* American family — railroads should be given equal opportunity to earn an adequate return on their investment. *Isn't this common sense?*

**AMERICA MOVES AHEAD WITH THE RAILROADS**

Association of American Railroads, Washington, D. C.



YOUR BASIC TRANSPORTATION

that he was sending with frozen fingers. "Been tying breaks all afternoon and out of wire. Got this one hooked together but it won't hold. Wind and sleet. Going back to Marble Gate and wait till this dies down, if we can make it."

Eddie visualized the lineman strapped to the top of the pole, in the dark and the trampling storm, cutting in his portable set and working the key with wooden fingers.

The dispatcher's reply leaped back. "Hold it! Keep that line open a minute!"

He snatched swift seconds from the storm and rapped the call for Saber Summit. Eddie's hand dropped to the key and clipped his reply.

"Where's Nine?" shot the DS.

"Here!"

"Get this quick." The clipped words fled under his cunning hand. "We don't know conditions in the Pass and down the grade. The Old Man is at my elbow and wants you to handle Nine as you think best. He is most anxious about the party in the private car. Don't let them get alarmed. Imperative they meet no hardships. Contact Elderson."

Eddie opened his key and sent with slow emphasis. "Lineman? What are conditions down there on the grade?"

"Wind and—" The sounder died.

The storm rified a blast out of the Pass. Eddie sighed and looked at Gary. In his mind he checked his possible resources of food and fuel.

"You'll be tied up here till we hear different," he told the conductor. "Better cut off your engine first thing and take water at the tank."

"I won't!" Gary yelled. "We have not got coal enough to heat the coaches till morning. I'm not staying here and freezing my passengers. I'm going to run for it."

"That semaphore up there is still on you, oldtimer. You won't move while it is. And don't get the passengers excited. The Old Man said that."

A FRECKLED FACE edged through the doorway leading to the station's living quarters.

"Nice day," said Sam Dunn, the

night operator, just arisen. He focused Eddie with a sleepy eye. "I'll fix my breakfast and your supper if you'll bring in the coal," he bargained.

"Coal," said Eddie, "is a scarce item."

In his time Eddie had arranged transportation for circuses, conventions, and church synods. But not groups of bankers. He headed into the sleet and knocked on the rear door of the private car. A colored boy in a white apron opened it.

"Mr. Elderson, please," said Eddie.

"Come in," said an abrupt voice from beyond. "I'm Elderson."

He was a big rawboned man without much hair. Beside him two other men sat in easy chairs. The colored boy was arranging the dinner table in this observation section. Gleaming silver lay on heavy linen and Eddie felt the soft warmth of steam heat. The three men were having a prudent drink.

"I'm afraid," the brass pounder explained, "we'll have to hold the *Limited* here for a while, till we can get a snowplow up the Pass. Mr. Nickerson wired to express his regrets and concern, and instructed me to do anything I could for you gentlemen. I'm the station agent here."

Elderson stood up. It was like shaking hands with a steam shovel.

"You can't do that to us," his humor was grim. "This is Mr. Osgood."

He introduced a man with a marble white face that looked like the facade of a financial institution. There were balconies under his eyes. Osgood made his acknowledgment with a quarter-inch nod.

"And this is Mr. Rayburn." Elderson indicated a thin man with wistful eyes surrounded by wrinkles.

Rayburn was collapsed in a big chair but got up spryly to shake hands. "I'm glad to know you," he said briskly. "Won't you sit down?"

Eddie felt like a mouse accepting the hospitality of three nice cats.

Rayburn went on: "I started my career as an operator and station agent for the old New Haven. It was fine experience," he beamed.

Elderson bit into the conversation. "Suppose we find out where we stand on this mountain, and for how long. What do you think, young man?"

"A storm is unpredictable," Eddie told him. "But if it gives us a chance, we will have the plow through within a few hours."

Osgood regarded Eddie distastefully and said: "Mr. Nickerson should have foreseen this emergency and protected us from it. Apparently his organization is not good."

"And don't claim an 'act of God' on us," Elderson warned. "Osgood won't have one. Anyhow, you tell your president that the quicker he gets us out of here the better we'll like him."

"You spoke of Mr. Nickerson having wired you," said Osgood. "Then your wires are still working. I will have some telegrams to send after dinner."

Eddie had overlooked that one. And the Old Man had frantically warned not to disturb or alarm these men. Better not tell them that the wires were down. Bankers might get panicky if they thought they were cut off from immediate touch with all their affairs. The world might smash if they didn't watch it.

"Certainly," he said with a twinkle. "Shall I send for them about eight?"

"You needn't do that," Rayburn cut in. "Fact is, I should like to see how much I still remember of my telegraphy. I will bring the telegrams, if Osgood doesn't mind. I might even send them myself."

Eddie looked at him warily. "I wish you would."

"No danger of our running short of food and fuel?" Elderson demanded in a sharp tone.

"We'll take care of that," said Eddie.

But he wasn't sure, as he skidded back to his station, that he had completely covered up the situation from Elderson.

SAM DUNN was cooking on the little heating stove in the office.

"As soon as you eat that grub," Eddie told him, "set up a key in the

kitchen and connect it with a sounder and key on the telegraph table and attach a battery. A dummy set." He diagramed and explained. "When this banker comes to send these telegrams, you'll be in the kitchen with a key hooked to this set in here. We'll leave the door open enough for you to hear the sounder, and you send back to him like you were receiving his messages in Salt Lake."

Eddie went out and boarded the diner. The dining-car conductor said he had enough victuals to feed his passengers for two or three days.

"Except fresh meat," he added. "That'll all be used up on tomorrow's lunch."

"I hope you'll be gone by then," said Eddie, "but I doubt it."

His next visit was under the curtains of the Pacific-type engine cab. The engineer, jack-knifed on his seat, guessed that he had enough coal to keep the coaches warm till morning.

Eddie coaxed him out into the storm to estimate the supply of fuel on hand at the station and the section houses. There wasn't much, after the drain of winter.

"Maybe we can keep the Pullmans warm till noon," the hogger said, "but what the hell is gonna happen after that?"

He put his head into the sleet and returned to his cab, while Eddie trudged over to the section foreman's house to see "Rip" Biggers. Rip was not an optimist.

"Six o'clock in the morning," Eddie told him, "get your gang out and start hauling my coal and yours over to Nine's engine."

"What about us keepin' warm?" Rip asked.

"We'll save a little for ourselves." Meanwhile, at the station, Sam had connected up the dummy telegraph set, but when Eddie returned the night man seemed to be uneasy.

"Eddie," he complained, "it's cold in that kitchen. Can't I make a fire in the range to keep me warm while I'm foolin' the banker?"

"Can't spare the coal," Eddie decided. "Anyhow, he won't keep you in there long, and there won't be

anything doing after that, so you can go to bed."

At that moment Bill Jordan, the brakeman on Number 9, wandered in out of the storm and backed up to the stove.

"Look, Eddie," he pleaded. "There's a poker game going in the smoking compartment of that last Pullman and they've got real dough in it. I'm right to crack it on the nose, but I'm busted. You couldn't loan me ten bucks, could you?"

"Sure, and I've got another ten if you run short. But don't wake me up tonight to get it."

Bill took the ten. After he had gone, Eddie turned to the night operator with a grin.

"Bill usually knows where to find the aces when he needs them. I've seen him do it."

**M**R. RAYBURN, in a hard hat and fur-lined overcoat, arrived in the station at eight-thirty. He was excited about his little enter-

prise. He inspected the office and sniffed with pleasure.

"Red-hot stove and the smell of copying rags," he chuckled. "This does take me back to my days on the old New Haven."

Sam had discreetly withdrawn to the kitchen to act as receiving operator.

"May I practice a little on one of these instruments?" Rayburn asked. "Then, if you think I can, I will try to send these telegrams."

At first his Morse wasn't steady or accurate, but some of the long-buried knack came back as his wrist limbered and his confidence grew.

"You never forget a thing that's drilled into you when you are young," he smiled happily. "Do you think I could send now?"

"Sure," said Eddie. "Call UN."

Rayburn called, and UN answered promptly—from the kitchen.

The banker made a messy start, but UN didn't break him. He battled stubbornly through the message and

**THE PRIZE IS YOURS!  
MAN... YOU'RE IN!**



**NOW, THERE'S A PRIZE  
I'D LOVE TO WIN!**



**SMELLS GRAND!  
PACKS RIGHT!  
SMOKES SWEET!  
CAN'T BITE!**

**A PIPE SMOKER,  
TOO? mmmm!  
YOU'RE FOR  
ME!**



**IT'S  
SIR WALTER  
RALEIGH -  
NATURALLY!**

**SIR WALTER RALEIGH'S  
BLEND OF CHOICE KENTUCKY  
BURLEYS IS EXTRA-AGED TO  
GUARD AGAINST TONGUE BITE.**



**FREE!**

24-PAGE BOOKLET  
ON PIPE CARE.  
JUST WRITE TO:  
SIR WALTER  
RALEIGH,  
DEPT. 131-I  
LOUISVILLE, KY.

was jubilant when he got the okay.

"I wish somebody would send us a message," he sighed. "I should like to know if I can still receive."

"There's nothing doing on the dispatcher's wire while no trains are moving," Eddie hastened to say. He raised his voice. "But about this time they usually send news reports to the country papers."

In the kitchen Sam heard him and began sending from a month-old newspaper. Rayburn couldn't get much of it, until Sam's fingers stiffened with the cold and slowed him down. The banker became engrossed then as his pencil caught more and more of the words. But Sam was rapidly congealing and in a little while he signed off.

Rayburn sighed. "I have really enjoyed this evening, young man. And now for a word of advice. Always be ingenious and resourceful in your work. Be alert to handle every situation. You should remember that."

"Yes, sir," said Eddie. "I will."

**D**URING the night the wind died down, giving the clouds a chance to bank along the mountains and spill more snow. They hung stubbornly to this assignment.

Rip and his gandy dancers were out in the black morning with side-boarded pushcars transferring coal to the locomotive. Then a pale sun hit the Summit, and passengers emerged from the Pullmans to stretch and exercise.

Eddie reported to the bankers that the storm was still blocking operations below, but that it couldn't last much longer. Then the A&W would dig them out in no time. Elderson was slightly incredulous and Osgood bitterly offensive, but Rayburn took the news salmly.

Back in the depot, Eddie checked the coal supply after Rip and his gang had completed the transfer to Nine's locomotive. The engineer upped his estimate to two or three o'clock. There wasn't any break in the clouds hanging tenaciously to the ridges.

"Rip," said Eddie to the section foreman, "could you and your gang

bring down a car of coal from the Kittybird? I thought we might get through without it, but I guess not."

The Kittybird was a mine in operation at the end of a spur track five miles over the ridge. It used coal for power and heat, and once a week the Anaconda & Western switched two cars of fuel up to it.

Rip considered a moment. He peeked at the spur from his sheepskin collar. Wind had torn sheets of granulated snow from the shoulder where the track bent from sight.

"Sure," he agreed. "We can go up there and turn a car loose. She'll fall down. But she'd splatter coal all over the mountains. Them rails are so slick with sleet and ice you couldn't hold her back on that grade."

"On your way up," Eddie instructed, "throw some fine gravel on the rails."

"We'll have to shovel our way through going up," Rip said, "and when we get there the cars will be unloaded. If they ain't, they'll be in behind a flock of ore cars."

"If they're unloaded, get the mine crew to help load up half a car for us. They've got enough men there to push cars any place you want them. I'll give you a letter to the superintendent. And I want to send a note to Dad Carter, who's trapping on the lake. Take Perez' boy along and drop him off with the note where you can see Dad's cabin. I'll see if Gary won't give you some help to bring that car down."

But Conductor Gary wasn't interested in helping. "I told you we ought to make a run for it last night," he bawled. "Now we're in a hell of a fix."

"Where's your brakeman?" Eddie countered.

"How do I know?"

Bill Jordan was still engaged in a poker game. He sat in with a mining engineer, a traveling man, and two Iowa farmers. Bill and one of the farmers had the biggest stacks of chips. Eddie drew the brakeman aside with his request, and Bill nodded.

"Sure, I'll go, Eddie. That guy is really beginning to play poker, and

I don't think he's much of a farmer anyhow. I've made enough for a new suit of clothes."

Thereupon, Bill and the section gang went up the spur on the old handcar.

**A**T ONE O'CLOCK the dining-car conductor came to the station. "That's the hungriest bunch of passengers I ever seen," he grumbled. "It must be the altitude. Fresh meat is all gone, and some of 'em wanting more. There isn't a cow around here some place we could butcher, is there?"

There wasn't. But the wind had eased up again and the sun struggled to get out. Passengers sported on the white landscape.

Eddie glanced out at the spur track anxiously and he caught sight of a man in coonskin cap and felt boots leaning against the station, watching the crowd with an air of amusement. Eddie knocked the dining-car conductor aside in his rush to the door.

The man smelled of pelts and faintly of skunk.

"How many deer carcasses have you got cached up there in the woods?" Eddie inquired.

"None. You know it's illegal."

"You old scoundrel, you don't pay any attention to the law except when it comes looking for you. How many deer have you hidden in the snow?"

Dad reflected. "About how many could you use?" he asked cautiously.

The brass pounder looked at the passengers swarming over the snow, enlarging their appetites, and made a quick estimate.

"Two," he guessed. "How much?"

"They'd be worth about fifty dollars apiece, if you don't think the warden will catch us at it."

"When can we get them?"

"A couple of trips'd take about three hours."

"Don't make it any longer, Dad, or I'll tell the warden myself."

The weather grew colder. Pretty soon Eddie and Sam were burning old records and newspapers in the office stove.

The three bankers emerged into the sunlight and exercised. Then

they walked toward the station. Eddie ordered Sam into the kitchen to make a noise on the sounder as if business hadn't been interrupted.

"Aw, Eddie," Sam pleaded, "I'm like to get pneumonia in that ice-box."

"You're being paid and this is all you have to do. Go in there and get busy!"

As the three men strolled in, the sounder began to clatter furiously and profanely at a rate that Rayburn couldn't read. The bankers were grim and wanted something definite.

"The plow should be here some time during the night," Eddie said vaguely.

"All this indicates extremely poor management," Osgood growled. "I told you when this came up," he pointed to the other two, "that I have always been dubious of Western roads."

The sounder chattered wildly.

"We had to be resourceful on the old New Haven," Rayburn stated. "Alert to every emergency and ingenious to handle it."

The sounder was almost yelling now.

"Look here," Elderson said. "I don't like the look of this. Our position seems to be getting worse and it must be cleared up at once. Better give us the facts, young man."

"Mr. Elderson," said Eddie steadily, "we get savage operating conditions here that don't exist in the East. Right now you are at an elevation of nearly eight thousand feet. Your safety and comfort are being protected."

**T**HE SUN continued to glitter through the afternoon. At three o'clock Dad Carter delivered his second load of venison. And then Conductor Gary and his engineer came to the station.

"Jim's got his last scoop of coal in the firebox," said the man with the brass buttons. "Those Pullmans will be getting cold now and the passengers are liable to start taking things apart. I told you we ought to have run for it."

Eddie was hopeful. "Bill and the section crew will be down here any

minute with a car of coal. Just keep your shirt on."

"Yeah, they're likely stuck at the bottom of the mountain some place with the car on top of them. Bill couldn't keep a car on the rails on that grade."

At 3:45 Eddie went out onto the platform and stared down the Pass. The sun was near the peaks, and shadows had gathered deep in the high slit. He glanced at the spur. There weren't even shadows on the shoulder. The air was motionless and it rang with the snap of frost.

"They should have had that car down by now, even if they had to reload it," he reckoned.

Passengers, a few at a time, milled out of the coaches. Their steaming breaths made quick-vanishing plumes in the slanting sunlight. The solid train of Pullmans lay like a log of driftwood washed under the grim walls, stranded and helpless. The cold was beginning to grip all live things on that high rim.

The three bankers descended from their private car and walked toward him. They were bundled in great-coats and they moved clumsily in the gritting snow.

Elderson's steel-gray eyes bored into the station agent. He said abruptly: "Everyone knows now there is no more fuel and you are responsible for our being in this dangerous position. First we'll get the exact facts from you and then we'll take charge. I only hope it isn't too late."

Eddie answered quietly: "I don't suppose you have ever had to deal with people in the mass. Senseless things happen when people get frightened. They are hard to manage. Let fear loose in that crowd, and there's no telling what it will do. I wouldn't like to see such an exhibition up here tonight."

Elderson probed him with a frigid banker's stare. Osgood's gloved hands kept fumbling at the buttons of his coat and he said: "But this is dangerous. We might freeze to death. It's criminal to put us in jeopardy like this, and I intend to prosecute."

"This would not have happened



#### \$1400 FROM OUTDOOR LIFE

"Sold an article on hunting to 'Outdoor Life' for \$400—that makes \$1400 from them, plus two stories to 'The Trapper,' and several to other men's magazines. The time put in on your course was the most valuable I ever spent."—Ray Beck, Knox, Pa.

You Don't Have to be a "Genius" to

## Be A Writer

of Stories, Articles, TV Scripts

Have you ever had an urge to write? Have you or friends had interesting experiences or ideas about people, places, hobbies, sports, business or social activities, that might make interesting stories or articles for magazines, trade and club publications, etc.?

#### Learn From Successful Writers

Palmer Institute's unique method of training makes it easier than you may imagine to learn—for NOT just one field of writing but for all: Fiction, Article, TV, Motion Pictures. It is endorsed by famous authors and hundreds of successful graduates and its accreditation by The National Home Study Council is assurance of reliability and integrity. You receive interesting, understandable instruction and individual coaching by professionals who go over your writing, giving helpful, detailed instructions showing how to write salable material.

#### "Demand Greater Than Supply"

—say editors, "Fiction editors report intensive search for talent" and "Non-fiction is enjoying unprecedented popularity" (from *The Writer*) . . . TV offers writers "finest, richest opportunities they have ever known (*Hal Roach Studios*)".

#### Household Buys Student's First Article

"I received a big check from Household for an article on the 'date' complications of my teen-age daughters. Your lessons are so clear it's a real pleasure to work out the assignments. Instructors take personal interest and give honest encouragement."—Genevieve G. Thompson, Oil City, Pa.

#### Sells to Post, NBC-TV, CBS

"Your simple, direct approach to the problems that confront a writer, how to meet these problems, recognize a story idea, plan and finish the story were of enormous value to me."—J. Graham Doar (Author of "The Outer Limit"), Gearhart, Oregon.

#### Sells to Coronet, Reader's Digest

"What can Palmer training give me? I asked myself six months ago. Answer: Now I've sold to Coronet, Reader's Digest and others."—Mrs. Catherine Benton, Milton, Pa.

#### Free Sample Lesson Shows How to Learn at Home for Part or Full Time Career

So you can see for yourself how you may cash-in on the opportunities for new writers, we will send you free a typical complete lesson package and our 40-page book, "The Art of Writing Salable Stories," showing how we help new writers get started and established writers get into big pay fields.

Frankly, we make this offer because we are confident that when you see how interesting and helpful our training is you will want to get started earning extra money or enjoying the independence and freedom of a full-time writing career. No obligation; no salesman will call. Send now before you forget!

### Palmer Institute of Authorship

Accredited: National Home Study Council



Since 1917  
1680 N. Sycamore  
Desk ADV-127  
HOLLYWOOD 28, CALIF.



Mail This Coupon or Send Postcard

Palmer Institute of Authorship  
1680 N. Sycamore,  
Hollywood 28, Calif., Desk ADV-127

**FREE** Please send me free lesson package and 40-page book, explaining how you help new writers get started and experienced writers increase their income.

Mr. \_\_\_\_\_  
Mrs. \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ Zone \_\_\_\_\_ State \_\_\_\_\_  
Please print clearly. Veterans: Check here ☐

in my day on the old New Haven," Rayburn assured them tartly.

The sun slid behind the mountain tip and the shadows reached across the summit like stealthy fingers. The cold slyly showed its teeth. The passengers edged along the platform uncertainly in little groups.

Sam came out of the station, his right hand tucked into the front of his overcoat. He edged close to Eddie and muttered into his ear, "I've got the gun if they start anything."

Eddie shook his head and returned Elderson's stare coolly. "Do you want to take the responsibility of stampeding that crowd?" he asked.

"But, my God!" Osgood wailed. "We're trapped in here to freeze! What can we do?"

The passengers caught that. The little groups began to buzz ominously.

Elderson snapped: "Shut up, Osgood!"

**T**HE RIM of the mountains was scarlet with the sunset and there was red on the snow at Saber Summit. The sound from the throng indicated a growing concern. Some, with crowd courage, moved toward the depot while the rest followed behind, shuffling in the snow. Eddie turned to Elderson.

"Do you want to take Mr. Osgood away and let me handle these people?"

The banker hesitated. His habit of deliberation couldn't be broken.

"Aw, hell!" Sam exploded.

Eddie waved the three financiers away. "Go back to your car," he said, and ambled over to the passengers.

The crowd stopped. He walked among the leaders and looked at them. Then he smiled the practiced grin that he used on indignant and obdurate patrons.

"It gets colder than this up here in the winter storms," he said cheerfully, "and we have to take it for weeks at a time."

"Yes, but there is no heat in the coaches," a fat man protested. "They say there is no more fuel, and there

are women and children in those Pullmans."

Eddie nodded. "And men enough among us all to see that they don't suffer."

The tension in that throng held for a moment at a silent pitch. Then the quick jets of breath moderated and the sound of voices became more composed.

A high whine sawed into the cold twilight, a sustained protest that made chilled nerves wince and crawl. Eddie beamed. That racket couldn't be made by anything but flanged wheels, turning at speed, rounding a curve on brittle-cold steel!

A coal car projected itself around the shoulder above and scooted down the spur in the preoccupied manner of something closely pursued. Its speed was considerable. The head and shoulders of Bill Jordan, the brakeman, showed over the rear end where he clung to the brake wheel. The car dropped on the grade, and Bill swung off. It slammed and pitched over the switch points onto the siding parallel with the main line.

Wheels began to take hold and slide on the graveled rails. They smoked and shot bits of fine rock singing into the sharp air. The car rammed the safety bumper at the end of the siding and roared on. Its front trucks were stripped away. It nosed into the snow, skidded, struck a bank, and flipped over on its side. Coal spewed and black dusk flowed over the white ridges. The crowd cheered, shouted, and laughed.

Bill's head came out of a drift. He grinned at Eddie. And then Rip Biggers and his section crew hove in sight around the shoulder on their handcar.

Sam Dunn, the night operator, considered the situation. "Eddie," he offered, "I'll get my breakfast and your supper if you'll carry in the coal."

The three bankers stood still and uncertain.

Eddie approached them. "How would you like to have a dinner of venison?" he asked.

Elderson turned on him with sud-

den interest. "Look here," he said, "if you really have it and will let me cut the chops and tell the cook how. I want them, I'll—I'll buy your damn railroad!"

"I won't sell," said Eddie, "but you get the chops as requested."

**T**HE SNOWPLOW came up Imperial Pass with the daylight of next morning. Old H. H. Nickerson was aboard the train and he went at once to the private car of the bankers to look after his finances. Eddie scribbled a little note in pencil and addressed it to him. It read:

I gave the Elderson party some misinformation and withheld facts that may surprise you if they mention them. Also, I had a car of coal brought down from the Kittybird and wrecked the car. Further, I purchased two nice buck deer, which is illegal and cost \$100. I don't know how badly the party has been disturbed or alarmed. (Signed) E. Sand, Agent.

Rayburn came out of the business car and walked toward the station. Eddie went to meet him.

"I merely wanted to say goodbye," said Rayburn, "and add that on the whole I had a lot of fun. It has done me good, this high air. And it seems to me, from your actions last night, that you got a good notion of what I meant by being ingenious and resourceful."

"Yes," said Eddie, "I think I did."

Old H. H. and Elderson came out onto the observation platform and Eddie handed up to the president the note he had written. Mr. Nickerson, with his back to the banker, read it quickly. Eddie could see that he winked behind frosty glasses and he lifted a hand in salute.

Then came a surprising turn of events. Elderson glanced at the brass pounder and likewise winked—and nearly smiled.

Conductor Gary's "All aboard!" howled down the Pass. The *Imperial Limited* sounded off and slid into motion. For a moment Eddie stood watching the white clouds of coal smoke from the stack of the big Pacific billowing into the crisp mountain air. Then he sighed and went back into the station. ●



Five Great Northern electric of this class, Z-1, are now stored at Wenatchee, Wash., together with two Class W's and No. 5011, all waiting to be sold. No. 5011, partly destroyed by fire, was rebuilt with a streamlined cab and reclassified as Y-1a. The Pennsylvania bought the 5010 and the 5012 through 5017, all of them Class Y-1's.

## GREAT NORTHERN ELECTRIC LOCOMOTIVES

Number	Class	Old No.	Disposition	Builder	Date	Construction No.
5000A	Z-1	5000	Scrapped	Bald.-WH	1928	40325
5000B	Z-1	5001	Scrapped	Bald.-WH	1928	40345
5002A	Z-1	5002	Scrapped	Bald.-WH	1928	40627
5002B	Z-1	5003	Scrapped	Bald.-WH	1928	40633
5004A	Z-1	—	Scrapped	Bald.-WH	1926	59168
5004B	Z-1	—	Scrapped	Bald.-WH	1926	59276
5004A	Z-1	—	Scrapped	Bald.-WH	1926	59381
5004B	Z-1	—	Scrapped	Bald.-WH	1926	59382
5008A	Z-1	—	Scrapped	Bald.-WH	1928	60443
5008B	Z-1	—	Scrapped	Bald.-WH	1928	60444
5010	Y-1	—	Sold PRR Class FF-2 No. 1	Alco-GE	1927	Alco 67022; GE 10160
5011	Y-1a	—	Held for sale	Alco-GE	1927	Alco 67023; GE 10161
5012	Y-1	—	Sold PRR Class FF-2 No. 2	Alco-GE	1928	Alco 67542; GE 10837
5013	Y-1	—	Sold PRR Class FF-2 No. 3	Alco-GE	1928	Alco 67543; GE 10838
5014	Y-1	—	Sold PRR Class FF-2 No. 4	Alco-GE	1930	11149
5015	Y-1	—	Sold PRR Class FF-2 No. 5	Alco-GE	1930	11150
5016	Y-1	—	Sold PRR Class FF-2 No. 6	Alco-GE	1930	11151
5017	Y-1	—	Sold PRR Class FF-2 No. 7	Alco-GE	1930	11152
5018	W-1	—	Held for sale	GE	1946	28448
5019	W-1	—	Held for sale	GE	1946	28449

### Specifications of Class Z-1

Wheel Arrangement—I-D-1. Cab style—two box-cab units permanently coupled. Total weight per unit—371,100 lbs. (5000A&B, 5002A&B, 5008A&B, 357,700 lbs. (5004A&B, 5006A&B). Length per unit over couplers—47'-3" (5000A&B, 5002A&B), 47'-2" (5004A&B, 5006A&B, 5008A&B). Maximum width—11'-1" over grabs. Height over cab—14'-2". Continuous HP per unit—1830. Continuous TE per unit—44,250 lbs. Starting TE at 25 percent adhesion per unit—48,750 lbs. Maximum speed—48 mph.

### Specifications of Class Y-1

Wheel arrangement—I-C+C-1. Cab style—single box cab unit. Total weight—518,250 (5010), 527,200 lbs. (5012-5017). Length over couplers—73'-9". Maximum width—10'-10 1/2" over grabs. Height over cab—13'-0". Continuous HP per unit—3900. Continuous TE—40,000 lbs. Starting TE at 25 percent adhesion—102,645 lbs. Maximum speed—55 mph. Bought by Pennsylvania Railroad and being rebuilt at Altoona as Pennsy Class FF-2 numbers 1-7. Work done on them will include minor overhaul of certain appurtenances, main circuit connection changes, disconnecting of regenerative brakes, and replacement of certain parts with parts that conform to PRR standards.

### Specifications of Class Y-1a

Wheel arrangement—I-C+C-1. Cab style—streamlined double-ended cab which replaced original box cab in 1945. Work done by GN. Total weight—518,250 lbs. Length over couplers—73'-9". Maximum width—10'-4 1/2" over grabs. Height over cab—14'-1 1/2". Continuous HP—3000. Continuous TE—40,000 lbs. Starting TE at 25 percent adhesion 102,645 lbs. Maximum speed 55 mph.

### Specifications of Class W-1

Wheel arrangement—B-D+D-B. Cab style—streamlined double-ended. Total weight—735,000 lbs. Length over couplers—101'-0". Width over handrails—11'-0 3/16". Height over pantographs locked down—16'-0". Continuous HP—5000. Continuous TE—119,000 lbs.; Starting TE at 25 percent adhesion—183,750 lbs. Maximum speed—45 mph.

Roster prepared by Sy Reich with assistance from Great Northern and Pennsylvania mechanical officers. The Great Northern supplied our photograph of No. 5002.

DECEMBER, 1957



## OPPORTUNITIES FOR EVERYBODY

For rates, write Stewart, 9 S. Clinton, Chicago 6, (MB-D17)

### AGENTS WANTED

TREMENDOUS PROFITS! EVERY man, woman and child a customer. Sorts #1-50. Pails 35¢, Dishes 20¢. Operate from store, home, car. Free catalog. Superior, 1250-KK Jefferson, Chicago 7.

YOUR OWN BUSINESS! Your own hours! Selling nationally known cushion shoes is easy, 135 styles for entire family. Earn \$30.00 day comm. Experience unncs. Free catalog. Write Tanners, 63 Brockton, Mass.

"FOG-STOP" WINDSHIELD Cloth. Instantly removes blurry Mist, Frost, Sleet, Snow. Stops windshield fogging. Samples sent on trial. Krates 136, Akron, Ohio.

### FOREIGN & U.S.A. JOB LISTINGS

EARN HIGH PAY: Jobs in South America, the islands, USA, Europe, Canada, other foreign countries. All Trades, Mechanics, Truck Drivers, Laborers, Office Workers, Engineers, etc. Chance to travel. Fare paid if hired. Application forms. Free information. Write Dept. 104, National Employment Information, 1020 Broad, Newark, New Jersey.

AMERICAN OVERSEAS JOBS, high pay, Men, Women, Transportation Paid. Free information. Write Transworld, 200-PM West 34 St., New York 1, N.Y.

### MONEY MAKING OPPORTUNITIES

SELL TITANIA GEMS. Far More Brilliant Than Diamonds. Catalog 10c. Diamonds, 2420-G 7th, Oakland 5, California.

OPERATE RESTAURANT OR diner. Free booklet reveals plan. Write Restaurant Arts, 6012-MO, Fremont, Ohio.

SPARETIME HOMEWORK \$50.00 Weekly possible. Industries, 526 S. Western, Chicago 12.

MAKE EXTRA MONEY Sparetime. Tom Sales, 1305-V North Western, Chicago 22.

### PERSONAL

POEMS WANTED For New Songs. Send Poems. Free Examination. Immediate Consideration. Songcrafters, 2724 Arcade Station, Nashville, Tenn.

SONGS—SONG POEMS wanted by large recording company. Music Makers, Box 2807-G, Hollywood, Calif.

"RULE OTHERS WITH THOUGHTS" (Telepathy). Details—stamp. Wisdom, 846-C9 Sunnyside, Chicago 40.

### BUY AT WHOLESALE

BUY WHOLESALE! 30-80% Discount! Appliances, Gifts, Typewriters, Tools, Watches, Sporting Goods, Jewelry, Cameras, Housewares, etc. Consolidated Distributors, Clifton 39, New Jersey.

SAVE \$\$\$ FREE Catalog. Guaranteed fresh 8mm, 16mm, B&W, color film. Home Processing Equipment. Superior Bulk Film Co. 446 N. Wells, Chicago 10.

DRESSES USED 18c, Coats \$1.29, Shoes 99c. Free Catalog. Mail-Mart, 199-A Sackett, Brooklyn 31, N.Y.

### EDUCATIONAL & INSTRUCTION

U.S. CIVIL SERVICE Tests! Training until appointed. Men-Women, 18 up. Start \$224-\$377 month. Experience often unnecessary. Free 36-page book shows jobs, salaries, requirements, sample tests, benefits. Prepare Now. Write, Franklin Institute, Dept. M-49, Rochester, N.Y.

LEARN CIVIL AND Criminal investigation at home. Earn steady, good pay. Inst. Applied Science, 1920 Sunnyside, Dept. 139, Chicago 40, Ill.

LEARN WHILE ASLEEP! Details free. Research Association, Box 610-PE, Omaha.

### SALESMEN WANTED

MAKE EXTRA MONEY. Cash commissions. Everybody buys easy-to-sell Advertising Book Matches. Union label. Big variety—Glamour Girls, Sonics, Hillbillies. Powerhouse selling kit free. Steady repeat business. No experience necessary. Superior Match Co., Dept. G-1257, 7528 S. Greenwood, Chicago 19.

### LOANS BY MAIL

BORROW \$50 to \$500. Employed men and women, over 25, eligible. Confidential—no co-signers—no inquiries of employers or friends. Repay in monthly payments to fit your income. Supervised by State of Nebraska. Loan application sent free in plain envelope. Give occupation. American Loan Plan, City National Bldg., Dept. BC-12, Omaha, Nebraska.

### STAMP COLLECTING

TERRIFIC STAMP BARGAINS! Israel—Island—Vatican Assortment—plus exotic triangle set—Also fabulous British Colonial Accumulation—Plus large stamp book—All for offers free—Send 10c to cover postage. Empire Stamp Corp., Dept. PL, Toronto, Canada.

### PATENTS

INVENTORS—IF YOU believe you have an invention, you should find out how to protect it. Send for copy of our Patent Booklet "How to Protect Your Invention" and "Invention Record" form. No obligation. McMorro, Berman & Davidson, Registered Patent Attorneys, 381-C Victor Building, Washington 3, D.C.

### OLD COINS & MONEY WANTED

WE PURCHASE INDIANHEAD pennies. Complete auction catalogue 25c. Magnetics, Box 81-FX, Whitestone 87, N.Y.

WE BUY ALL rare American coins. Complete catalogue 25c. Fairview, Box 1116-MH, New York City 8.

### BOOKS & PERIODICALS

FREE ILLUSTRATED HYPNOTISM Catalogue. Write: Hypnotist, 8721 Sunset, Hollywood 46W, California.

WANT YOUR BOOK published? Free booklet 56c. Vantage, 120 W. 31, New York City.

### HOME SEWERS OPPORTUNITIES

\$200. MONTHLY POSSIBLE. Sewing Babywear! No house selling! Send stamped, addressed envelope. "Cuties", Warsaw 13, Indiana.

### HELP WANTED

EARN EXTRA MONEY Selling Advertising Book Matches. Free Sample kit furnished. Matchcorp, Dept. GH-12, Chicago 32, Illinois.

## LEARN LOCKSMITHING

Learn fascinating, profitable trade from experts in spare time at home! Ace or physical handicap no disadvantage. Year around, steady income. Full or part time. Practical instruction. Make money even while learning! All materials and special tools supplied. Free Booklet. LOCKSMITHING SCHOOLS, DEPT. AM-8

150 PARK AVENUE E. RUTHERFORD, N. J.  
Lic. by N. J. State Board of Ed. Approved for Vets

# Along the Iron Pike

by Joe Easley

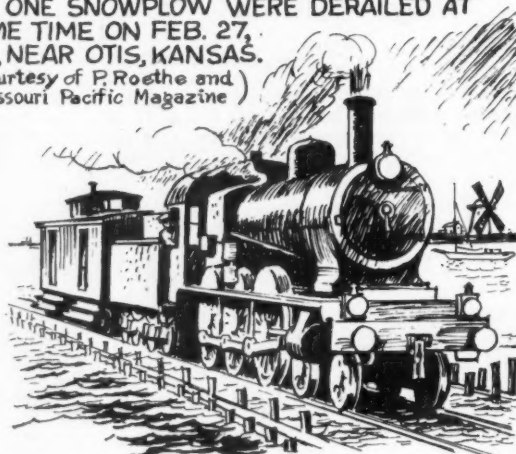


ALL SEVEN OF THE MISSOURI PACIFIC ENGINES PUSHING ONE SNOWPLOW WERE DERAILED AT THE SAME TIME ON FEB. 27, 1912, NEAR OTIS, KANSAS.

(Courtesy of P. Roethe and Missouri Pacific Magazine)



SOMETHING NEW ON PENNSY TRAINS: A LUNCH VENDING CART ONLY 16 INCHES WIDE IS WHEELED RIGHT UP TO PASSENGER'S SEAT.



FLOODS SWEEPED HOLLAND RECENTLY. THE DUTCH RAISED TRACKS HIGH ENOUGH TO ALLOW TRAINS TO "WADE" THROUGH OCEAN AT LOW TIDE FOR ONE HOUR TWICE A DAY, TAKING SUPPLIES TO MAROONED VILLAGES.



OLD LEHIGH VALLEY SHOPS AND ROUNDHOUSE AT ASHMORE, PA., HAVE JUST BEEN REMODELED INTO PLANT TO PRODUCE BERYLLIUM METAL FOR ATOMIC ENERGY COMMISSION.



IN CASEY JONES'S DAY, WHEN COTTON SHIPMENTS WERE CHANGING FROM BOAT TO RAIL, THE ILLINOIS CENTRAL USED WOODEN CARS HEAPED HIGH WITH BALES (Courtesy of W. R. McKay and IC Magazine)

## MAIL CAR

(Continued from page 10)

job applicant who said he came from Greene County.

One day he employed a locomotive engineer named Hadsox, from that county, and put him to running the sawmill's rattletrap switch engine. Hadsox spotted a flatcar beside the water tower for convict laborers to pick up some stacked timber. Just then Engineer Smith brought the 4-4-0 in with a log train and a dry tank. Stepping down onto the pilot, he yelled to Hadsox, "Move ahead damn quick so I can take on water!"

The mill-owner overheard him and went into a frenzy of shouting for fear the pet engine would be burned. Hadsox lost his head. Without noticing that the convicts had already laid a 40-foot 12x12 beam crosswise on the flatcar, he pulled out suddenly, tearing down the water tower. Smith chuckled as he coupled on a fire-hose to get water. But Mr. James was real mad. He cursed the new man for a "Greene County son of a bitch" and chased him off the job. This incident comes from Engineer Smith's son, E. A. ("Frog") Smith, Longwood, Fla.

**A**N EXAMPLE of engineering ingenuity rolled out of the Chicago & North Western shops the other day in the form of a rehabilitated diesel locomotive. Only close inspection would reveal that her engine had been replaced by a block of ordinary concrete.

Because she was beyond economical repair with a worn-out engine obsolete by modern standards, the 18-year-old locomotive was originally headed for the scrap heap. But Earl L. Walston, superintendent of motive power, decided to give her the concrete treatment for many additional years of useful service.

This treatment consisted of removing the engine cab, the 900-hp. engine, generator, and accessory equipment. A block of concrete was then cast inside the body to compensate for the loss of weight. Electric traction motors geared to the axles were left intact and certain electrical changes were made.

The result is a unit that has no engine or fuel. She operates only when coupled to a normal diesel engine, receiving electric power for her traction

motors from the generator of the conventional diesel. In such operations she performs the specialized service of a booster, providing additional traction in moving heavy freight trains at low speed. This she does at a fraction of the operating cost of a normal diesel. Furthermore, she releases regular locomotives from the limited booster service for more important use elsewhere on the railroad.

**I**NTRODUCING Martha Oldham, blue-eyed, 19, daughter of a Santa Fe switch foreman, J. Russell Oldham.



Martha Oldham

Martha lives on Rte. 5, Emporia, Kan., and attends Emporia State College. Years ago she won a horse in a contest. This encouraged her so much that she has since accumulated many ribbons and bronze trophies at horse shows. In 1955 she won the

Kansas championship in colts.

Her father's most exciting day came in wartime when a trackfull of cars broke loose from the Emporia yards, rolled out, and sideswiped a cut of cars he was switching. The pile-up blocked the main line at a crucial moment when the *Super Chief* was past due.

"I hurried over to the engine," he recalls. "There I found a student fireman trying to light a fusee with a match and the engineer, with a red light in daytime, attempting to flag. The *Super Chief* swung around the bend. Her schedule did not call for a stop in Emporia. Grabbing the fusee, I ran as I had never run before and managed to flag the fast train to a stop—just 29 feet from the derailed cars!"

"But for some crazy reason the student fireman was complimented on his alertness, the engineer was given 10 demerits for his valiant efforts to stop the train, and I got 30 brownies because I was foreman, even though the accident had not been my fault."

**M**EMORIES of long ago flooded 86-year-old Bill Knapke, a retired conductor and an author, the other day on Glendale Boulevard in Glendale.

"The rails of the last road I worked for in California used to run along the middle of that street," he recalls. "They have been removed and the street

## MEN PAST 40

**Afflicted With Getting Up Nights, Pains in Back, Hips, Legs, Nervousness, Tiredness.**

If you are a victim of the above symptoms, the trouble may be due to Glandular Dysfunction. A constitutional Disease for which it is futile for sufferers to try to treat themselves at home. Medicines that give temporary relief will not remove the cause of your trouble.

To men of middle age or past this type of dysfunction occurs frequently. It is accompanied by loss of physical vigor, graying of hair, forgetfulness and often increase in weight. Neglect of such dysfunction causes men to grow old before their time—premature senility and possibly incurable conditions.

Most men, if treatment is taken before malignancy has developed, can be successfully NON-SURGICALLY treated for Glandular Dysfunction. If the condition is aggravated by lack of treatment, surgery may be the only chance.

### NON-SURGICAL TREATMENTS

The NON-SURGICAL treatments afforded at the Excelsior Institute are the result of 20 years research by scientific Technologists and Competent Doctors.

The War brought many new techniques and drugs. These added to the research already accomplished has produced a new type of treatment that is proving of great benefit to man as he advances in years.

The Excelsior Institute is devoted particularly to the treatment of diseases of men of advancing years. Men from all walks of life and from over 3,000 cities and towns have been successfully treated. They found soothing and comforting relief and new health in life.

#### EXAMINATION AT LOW COST

On your arrival here, Our Doctors who are experienced specialists, make a complete examination. Your condition is frankly explained to you with the cost of treatment you need. You then decide if you will take the treatments needed. Treatments are so mild that hospitalization is not necessary—a considerable saving in expense.

#### RECTAL COLON

Are often associated with Glandular Dysfunction. We can treat these for you at the same time.

Write Today for Our

The Excelsior Institute has published a New FREE Book that deals with diseases peculiar to men. It could prove of utmost importance to your future life. Write today. No obligation.



EXCELSIOR INSTITUTE  
Dept. 4075

Excelsior Springs, Mo.

Gentlemen, kindly send at once your New

FREE BOOK. I am \_\_\_\_\_ years old

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

TOWN \_\_\_\_\_

STATE \_\_\_\_\_



Charles Clegg and Lucius Beebe, authors of a new book, *The Age of Steam*, dine in state in their own private Pullman, the *Virginia City*, one of the very few private railroad passenger cars left in operating condition in U.S.A. The waiter, Clarence Watkins, and the unseen chef, Hazzie Wallace, were drawn from Southern Pacific's diner pool. (See page 33).

smoothly paved. The ancient station building still stands but is deserted and boarded up. The Union Pacific built it during my time there, with a ticket window and grille, a waiting-room and multiple toilets—although the UP never at any time ran a passenger train into or out of Glendale!

"The first night I worked in the yard that formerly was there was blacker than a sub-cellar. Something went wrong and I cussed the hogger in lurid lingo, thinking that I was miles away

from human habitation. Daylight brought embarrassment. I found myself surrounded by dwellings on all sides, and a lady told one of the switchmen: 'My! That man uses strong language.' "

Bill Knapke is gathering material to write an article for us on the quaint custom of decorating engines and cabooses for holidays, picnics, funerals, anniversaries, and presidential specials. For example, our June '57 contents page carried a recent photo of a Nevada Northern engine dressed up. And

Casey Jones's widow told your editor that she recalls the time when, if a conductor died in a wreck, his crew would drape their caboose in black.

Bill's address is 9 North Lane, Orinda, Calif. We hope readers will supply facts and anecdotes and lend us pictures of decorated engines or cabooses for illustrating his article. ●

**A** FOUR-POINT legislative program is suggested by Joseph C. Kauffman, vice president and general counsel,

Chesapeake & Ohio, "to preserve the railroads under private ownership":

(1) Repeal of transportation excise taxes, which are not only archaic but discriminate against the railroads and their shippers.

(2) Freedom by the railroads to make rates on a competitive basis.

(3) Fair rental charges, through use taxes, obliging the railroads' competitors to pay for the use of public highways and waterways, and an end to the present injustice of taxing railroads to provide rights-of-way for their competitors.

(4) Railroads be permitted to engage in other forms of transportation. •

**THE CONDUCTOR'S PUNCH,** which is an individual as his handwritten signature, was originated more than a century ago by an Erie Railroad employe to cope with the type of passenger who got free rides by erasing pencil marks from used tickets. So says Allan Jackson, CBS newscaster.

"The designs of the punches," he adds, "include everything from a goat's head to a Scottie dog, the cross of St. Andrew, or a boxing glove. They are so distinctive that one road, the Maine Central, accepts receipt forms from its conductors with nothing but a punch hole to identify the man turning in the report. So next time you ride a train, which for commuters will be tomorrow, observe the shape of the little hole punched in your ticket." •

**LOST TRAIN.** "Many years ago the *Overland Limited* (C&NW-UP-SP) disappeared on its regular run from Chicago to San Francisco," writes H. Roy Mosnat, Rte. 1, Box 627, Miami, Fla.

"The fast luxury train regularly went through Belle Plaine, Iowa, about midnight. On this occasion it cleared Belle Plaine all right but failed to show up at Tama, 18 miles west, where the North Western's double-tracked main line crosses the Milwaukee Road.

"Incredible! A million-dollar train lost! It was a clear night, no moon but plenty of stars. The Chicago office was going crazy and kept the wires hot. What could have happened?

"At length, after more than half an hour, the *Overland Limited* backing sheepishly into Belle Plaine solved the mystery. Someone had thrown a switch by mistake and the No. 1 train had had gone a dozen miles north instead of west before the red-faced engineer realized he was on a strange single-tracked line. So he crawled back, with the flagman protecting his rear." •

DECEMBER, 1957

# WILL YOU SPEND \$2 TO SAVE YOUR HAIR?

How many hard-earned dollars have you spent to save your hair? How many hair tonics, gadgets, restorers, electrical devices, have you tried in the last few years—with no success? How many times after an unsuccessful hair-growing attempt have you sworn not to spend another cent on another hair treatment? Yet, you buy the next product that comes on the market with hair-growing claims.

## CAN YOU GROW HAIR?

Doctors who have spent a lifetime studying hair and hair growth have concluded that nothing now known can grow hair on a bald head. So, if you are bald, prepare to spend the rest of your life that way. Accept it philosophically and quit spending hard-earned dollars on hair growers.

If you can't grow hair—what can you do? Can you stop excessive hair loss? Can you save the hair you still have? Can you increase the life expectancy of your hair? Probably. Please read every word in the rest of this statement carefully, since it may mean the difference to you between saving your hair and losing the rest of it to eventual BALDNESS.

## HOW TO SAVE YOUR HAIR

Itchy scalp, hair loss, dandruff, very dry or oily scalp, are symptoms of the scalp disease called seborrhea. These scalp symptoms are often warnings of approaching baldness. Not every case of seborrhea results in baldness, but doctors now know that men and women who have this scalp disease usually lose their hair.

Seborrhea is believed caused by three parasitic germ organisms (staphylococcus albus, pityrosporum ovale, microbacillus). These germs first infect the sebaceous glands and later spread to the hair follicles. The hair follicles atrophy, no longer can produce new hairs. The result is "thinning" hair and baldness.

But, today seborrhea can be controlled—quickly and effectively—by treating your scalp with the amazing scalp medicine called Ward's Formula.



## DOUBLE MONEY BACK GUARANTEE

In seconds, Ward's Formula kills the three parasitic germ organisms regarding normal hair growth. This has been proven in scientific tests by a world-famous testing laboratory (copy of laboratory report sent on request). Ward's removes infectious dandruff, stops scalp itch, brings hair-nourishing blood to the scalp, tends to normalize very dry or oily scalp. In brief Ward's Formula corrects the ugly symptoms of seborrhea, stops the hair loss it causes. Ward's Formula has been tried by more than 350,000 men and women on our famous Double-Your-Money-Back Guarantee. Only 1.9% of these men and women were not helped by Ward's and asked for their double refund. This is truly an amazing performance. Treat your scalp with Ward's Formula. Try it at our risk. In only 10 days you must see and feel the marked improvement in your scalp and hair. Your dandruff must be gone. Your scalp itch must stop. Your hair must look thicker, more attractive, and alive. Your excessive hair loss must stop. You must be completely satisfied—in only 10 days—with the improved condition of your scalp and hair, or simply return the unused portion for Double Your Money Back. So why delay? Delay may cost your hair. Ward Laboratories, Inc., 19 West 44 Street, N. Y. 36, N. Y. © 1956

Ward Laboratories, Inc. Dept. 3411H  
19 West 44 Street, New York 36, N. Y.  
Rush Ward's Formula to me at once. I must be completely satisfied in only 10 days or you GUARANTEE refund of DOUBLE MY MONEY BACK upon return of bottle and unused portion.

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ Zone \_\_\_\_\_ State \_\_\_\_\_  
☐ Enclosed find \$2, send postpaid (check, cash, money order)  
☐ Send C.O.D. I will pay postman \$2 plus postal charges.  
Canada, foreign, APO, FPO, add 50¢ — No C.O.D.

## DOUBLE MONEY BACK GUARANTEE



The Great Northern's *Internationals* pass one another 84 miles north of Seattle. They make three daily trips each way between Seattle and Vancouver, B. C.

Great Northern Railway

**T**HE STORY that a tramp caused the million-dollar wreck of the 20th Century Limited in which 21 persons perished on June 21, 1905, was merely an official whitewash, in the opinion of Bernard Daw, 265 E. 326th St., Willowick, Ohio.

"About 15 years ago," he writes, "I ran across an old duffer in a Willoughby barber shop who claimed to have witnessed the smashup. What he told me had the ring of truth. On the night of the wreck he and two other young fellows were sitting on the Mentor station platform with the agent. At that point an eastbound freight usually went into the hole to allow the Century by. As the headlight appeared the agent walked down the track to open the passing-track switch, unaware that the freight, running late, had already been put in the hole at Willoughby.

The Century was pounding the curve at about 60 miles per hour on its fourth 18-hour run from Chicago. Aaron Gorcham, the fireman, who survived, testified that the switch light flashed from white to red almost under the pilot. They hadn't a chance!" (In those days the clear signal was white.) •

**W**ATER STOP. Leo Broadstreet (Aug. issue) told how his train had to stop for water in order to make the last 100 yards to the roundhouse. That experience was not so rare as he may think.

"I had to do that very thing on more than one occasion, with the water winking at me from the bottom of the glass, the fire in the ashpan, and the tank empty," recalls William J. Parry, retired Canadian National engineer and author, RR 1, Belle River, Ont., Canada. "Engine crews were required to leave sufficient fire in the firebox as well as water in the boiler until the hostler could take over. That could not be done with no water in the tank nor fire in the firebox. Yes, those of us who are now off the seniority list had our moments—and they were not all thrilling but many were exciting.

"Talk about a six-unit diesel hauling a mile of boxcars, I have done that plenty of times but not with a diesel. I used one of the Canadian National's Northern-type steamers. In order to avoid bursting open the crummy, we did steam-braking as far as was practical. That is to say, the brakes were applied only on the train, with the throttle open. We kept the engine brake from applying by holding the handle of the independent brake valve in full release. In steam braking the slack was held stretched, as the run-in of slack in 100 or more cars could play havoc with the caboose. The braking of long freight trains is an art in itself. An inept hogger could smash a lot of rolling stock with one hand." •

**S**IMEON T. WEBB, Casey Jones's last fireman, has gone to join Casey in "the Promised Land." He died July



Sim Webb

13, a little more than 57 years after the fatal wreck of the so-called Cannonball Express at Vaughn, Miss. He was 83.

Sim retired from the Illinois Central long ago, becoming a bricklayer at Memphis, Tenn. He and Casey Jones's widow were guests of honor at many functions, such as the presentation by Lucius Beebe and Charles Clegg of the bronze and granite tombstone over Casey's grave, the ceremony at the issuance of the Casey Jones 3c postage stamp, and the opening of the old Jones home as a museum, all at Jackson, Tenn.

With Mrs. Jones he toured the country, lecturing on Casey Jones, and he made a recording of the Vaughn wreck as he remembered it. He also wrote an account of it, with some help, for publication in the November, 1954, issue of *Railroad Magazine*.

The fast Cannonball plowed into a



Miss Margaret M. Lynch, supervisor of the stewardess-nurses on B&O trains.

freight which was slow in clearing the main line. The freight crew, all white men, stuck together on the story that their flagman had set torpedoes on the track to warn Casey. As a minority-race man in Mississippi, Sim backed them up at the official investigation.

Many years later, after the last member of that crew had died, the aged Negro told your editor, Freeman Hubbard, and other people what he said was the real truth, namely, that the freight flagman neglected his duty that fatal night. "Mr. Casey," he insisted, "did not run a flag." •

**B**OSTON is only 190 miles from Schenectady, but for a giant General Electric generator stator that weighs as much as a herd of 47 adult elephants it was a trip of nearly 600 miles by rail, sea, and highway trailer. Before this piece of equipment for a power station could be shipped, some two years of planning was necessary to insure its safe delivery. For the railroad part of the journey over the Delaware & Hudson and the Erie the shippers had to take into account the load-limit of bridges, the tunnel clearances, and the construction of rights-of-way.

The oversize shipment was routed by rail to Jersey City—a six-day trip in itself, because the stator could travel only when adjacent tracks were clear and never at more than 30 mph. Rest of the journey was made by barge and a 32-wheel trailer. The last mile and a half took 48 hours. •

### Next Issue — February (out Dec. 3)

The Pacific Story — H. L. Kelso tells you about 4-6-2's and their place in history, well illustrated.

Servicing a K-4, by Gene Gentsch and Bud Rothaar, pertinent details and mighty good pix.

Private Trolley Line, by Willard B. Edson. Plus present-day Illinois Central roster (steam and diesel), another great Bedwell fiction yarn, popular departments, short hauls, and a wintry cover scene in bright colors. (In near future, NKP roster.)

NONE of the 27 stewardess-nurses on the six Baltimore & Ohio name trains is married. Their supervisor, Miss Margaret M. Lynch, hires only single girls between the ages of 22 and 27 who are attractive in face and personality, of medium height, do not wear glasses, and are fond of people. Each girl must be a registered nurse with a six-month employment record before signing up with the railroad.

Twenty years ago the B&O became the first Eastern road to employ stewardess-nurses. These coolly competent young women, in trim gray and blue uniforms and caps, assist mothers traveling with their families, children riding alone, old folks, cripples, and people suddenly taken sick on the train. They extend a helping hand to Negro and white passengers alike. They handle seat reservations, assign seats, administer first aid, call attention to points of interest along the route, and report on the number of passengers in each car.

Stewardesses are called upon to face a wide variety of emergencies. The August '57 *Railroad Magazine* carried the picture of one, Mildred Martin, feeding two elephants in the baggage car of her train, *The Shenandoah*. Margaret Lynch recalls hostessing on a train stranded several hours in a flood, with the consequent problems of pacifying fretful youngsters and anxious adults, while the chef was hard put to find enough food for the trainload of people.

Each stewardess carries a white pass, good on any B&O train.

Miss Lynch supervises her train-girls from a Chicago office and often makes inspection trips to check on the service and to discuss personal problems with the girls. She comes from a railroad family. One of her grandfathers was a roundhouse general foreman on the old Grand Rapids & Indiana (now part of the PRR). Her other grandfather ran locomotives on the old Chicago & Western (now part of the Chesapeake & Ohio system).

By heritage, education, and personal charm the girl just naturally drifted into train-work. Margaret joined the B&O. For a while she served under Chief Stewardess Norma Thompson and rose to her present status when Norma left for a similar position with the Santa Fe. Incidentally, Lila Brekke, the Great Northern's chief stewardess, also began on the B&O.

## WOULD YOU LIKE TO RECEIVE STACKS OF LETTERS LIKE THESE EACH WITH MONEY FOR YOU?

I have found a proven formula for quick success in making money. Others I've shared it with also have been successful. Would you like to know about it?

It's simpler than you might think—just buying good imports at next-to-nothing foreign prices and selling them in the U.S. by mail order or at wholesale to stores.

To most people, importing smacks of mystery, romance—and "costly" things for collectors. Actually, any capable and ambitious man or woman should learn import-export quickly. And, there are thousands of beautifully made imports obtainable at trifling cost abroad to sell in the U.S. by mail order. There are also great opportunities in exporting U.S. products.

Native villages in Africa, romantic Vienna, bustling Copenhagen, mysterious Hong Kong—yes, countryside hamlets and great cities all over the world produce fascinating products.

Using my plan, you don't have to travel abroad unless you want to. You don't even have to know a foreign language. And, there is no face-to-face selling in mail order.

I have proven this plan with 103 imports—and the opportunities for the sale by mail of thousands more are breathtaking in their possibilities. Hunting knives and binoculars from Germany, silverware from Sheffield, England—hand-carved art objects from Africa—all costing less than \$1 abroad have values up to \$5 or more here and are big sellers by mail order.

Monthly bulletins sent free to those who follow my plan show suppliers of new and desirable imports.

As I write this, I am receiving as many as 1,000 cash orders a day for imported clocks—all by mail order. They cost me only 63¢ and I sell them far below the U.S. market—a terrific bargain and a wonderful seller. And, I don't stock them as they are shipped direct to the buyers from abroad, after I receive the cash.

So you see, it is even possible to conduct a business of this kind without investing in merchandise.



Mrs. McGinn, one of my students in Illinois, operates a gift shop and sells Arabian perfume by mail order. F. Basler, N. J., sells Aztec bird feather pictures from Mexico to stores and by mail order.

You might ask, "Why do you let others in on your plan? Why don't you keep it all for yourself?" The answer is that items for import are countless. No one person could possibly handle even a small proportion of them. There's plenty of business in import-export for you and me and many others.

If you are sincere and really open-minded to a new and different opportunity—one which may change your whole idea of the kind of money you can make in your own full or part time business—write today for full details. Air mail reaches me overnight.

B. L. Mellinger, Director, Dept. G112B  
1717 Westwood, Los Angeles 24, Calif.

— AIR MAIL THIS COUPON NOW —

B. L. Mellinger, The Mellinger Co., Dept. G112B,  
1717 Westwood, Los Angeles 24, Calif.

Mr. Mellinger: Without obligation, show me the big profits to be made through World Trade, especially in mail order from my own home.

Print Name.....

Address.....

Town & Zone..... State.....

## ADD BEAUTY AND CHARM TO YOUR HOME



### QUALITY BAZAAR

Box 683, Grand Central Station, N. Y. 17, N. Y.

These thrilling authentic reproductions are ready to frame for your den, study, living room, etc. All different, all beautifully accurate in every detail. Size 8 1/2" x 5 1/2", they're reg. \$3.50 each set. Order now at our LOW, SPECIAL PRICE.

Any complete set of 8 PRINTS Only \$1.00 Sorry, no C.O.D.

Choose Any One or More of These Three Sets  
A. AUTOMOBILES B. FIRE ENGINES  
C. LOCOMOTIVES

RUSH COUPON NOW

#### QUALITY BAZAAR

Box 683, Grand Central Station, N. Y. 17

Enclose \$ ( ) Check, ( ) M.O. you pay postage. Please send me: ( ) A, ( ) B, ( ) C.  
(Check numbers desired)

NAME

ADDRESS

CITY

STATE

## New PROFIT-PROVEN\* Home-Business!

"I make \$400.00 a week!"

\*Proves MR. J. T. ANDERSON, Ingleswood, Calif.  
(Notarized statement on file in our office and open to inspection)

Big Money?—sure it is—because Huge Profits are waiting to be "tapped" with this MIRACLE NEW PRINTING METHOD. Now, you may share the exciting secrets and build a big-paying FULL OR SPARE TIME Screen Printing Business right in YOUR OWN HOME. Yes, we'll teach you, too, how to turn pennies into dollars in this newest, most sensational printing method ever invented. WHAT IS SCREEN-PRINT? It's an exciting new printing technique—amazingly simple and fascinating. (It may soon revolutionize the entire printing industry) NO EXPENSIVE EQUIPMENT, no printing press, no "cuts," no art ability, no experience is necessary—yet you can print beautiful professional jobs on PAPER, GLASS, LEATHER, CLOTH—ANYTHING! You print in all colors—even new "glowing" FLUORESCENT

Colors. It's amazing—but true! EARN PROFITS IMMEDIATELY—in YOUR OWN HOME! Start in your garage, basement, kitchen, spare room—anywhere! It's much easier than you think. Then expand as this new printing industry grows. 300% PROFIT on some jobs—earn up to \$12.50 per hr. HELP FILL THE HUGE GROWING DEMAND. No selling because every business in your area needs Screen-Printing. You can save them up to 50% on printing, too. WE SUPPLY EVERYTHING YOU NEED. Never before has such a profitability been offered to anyone wishing to start a full-time or spare-time "business of his own." Don't Hesitate! All the CONFIDENTIAL FACTS are yours if you MAIL COUPON TODAY—before it's too late.

Screen-Print Co., Dept. 5011  
18127 S. Broadway, L.A. 61, Calif.  
Gentlemen: Please mail me Free Revealing Details, samples, Opportunity Plan, etc.—All this is sent absolutely Free and sent to me by return mail. I am under no obligation now or ever.  
NAME.....  
ADDRESS.....  
CITY.....  
STATE.....  
free!  
Complete REVEALING DETAILS  
Authentic SAMPLES, Proven  
Business OPPORTUNITY  
PLAN HOW TO SUCCEED!  
Learn the secrets. Rush  
this coupon TODAY!





**FREE!**  
NEW ISSUE  
**QUEEN ELIZABETH**  
STAMPS  
and illustrated  
booklet

Rush coupon today! Exciting, generous NEW offer of beautiful, hard-to-get stamps — some not even cataloged yet. These NEW Elizabeth II stamps have never been given before, now yours FREE. From world's newest country, Ghana; Pitcairn Islands, Kenya, Cook Islands, Ascension, many others. All genuine, all different, mint and used — so new you'll add them all to your collection. Other offers for inspection plus free "Stamp Collector's Guide". Offer limited. Rush name, 10c for postage, handling to GARCELON STAMP CO., Dept. AM11Q Calais, Maine.

**GARCELON STAMP CO., Dept. AM11Q**  
Calais, Maine. Rush FREE NEW Elizabeth Stamps, Collector's Guide, other offers. Enclosed 10c for postage, handling. (PLEASE PRINT)

**Invest in Tomorrow  
Buy Bonds, Today!**

**NEW MOLD-PRODUCED CHEMICAL FOR  
BALDNESS**

"This hair formula has actually grown full new hair on the bald and balding heads of many, but not all, of my clients. I and doctors with whom I have discussed it believe that the activating ingredients were produced by nature. In 1950, the 15 year of my experiments, a solution in my laboratory produced a culture of air borne mold similar to those which produce penicillin and other antibiotics. To my amazement this formula completely eliminated dandruff and itchy scalp and grew hair where it has long been balding." writes one user. My formula and scalp treatment involves no oils, heat or odor and there is no way for others to tell you are treating your scalp except from results. Application and morning hair combing may be done at the same time. My treatment costs \$10 postpaid for an 8 week supply with instructions. If you prefer to read more about this formula, send your name and address for absolutely free information. I believe that my formula in some way assists nature in restimulating growth of hair. I hope you will experience the happy results that so many of my clients have written and shown me.

**WALTER FIELD, Dept. 30, 6399 Wilshire, Los Angeles 48, Cal.**

Regular Price of a Slide Rule \$4 and Up

**92c**  
and this coupon  
Add 8c Postage

**SLIDE RULE**

If you can use a pencil, you can use this inexpensive 10-inch Slide Rule. Multiply, divide, find roots, proportions, compute household bills, commissions, formulas, etc. "Hill Vision" Clearview Indicator shows the correct answer instantly. Extra handy for everybody—bookkeepers, housewives, farmers, salesmen, students, draftsmen, mechanics. Only \$1 postpaid, with Free 28-page Instruction Book on how to get correct answers instantly without pencil or paper.

**LARCH**  
118 EAST 28 ST., DEPT. 75-A, NEW YORK 16, N.Y.

## VITAMINS FOR MEN!

**New Veno-Vac Tablets** HIGH IN VITAMIN E  
for Tired Bodies,  
Burned-Out Personalities!

Be a new man fast! Take just 2 red tablets a day of amazing new Veno-Vac concentrate—feel your tired body respond to Veno-Vac's super potent formula. Supplies wheat germ Vitamin E; 5 times red cell producing iron power; plus big therapeutic doses Vitamin B1, B2, C, D—to body, organs, nerves.

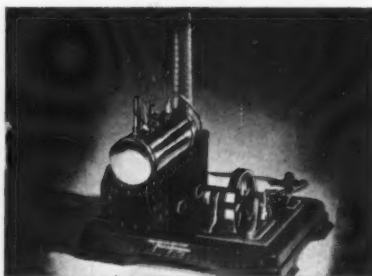
If your work demands more of you than others... if you feel worn-out, moody, depressed... losing command of yourself, sleep poorly, feel weak, nervous, less able to concentrate—due to iron, vitamin deficiency, not organic—try new Veno-Vac tablets at once!

**25-DAY SUPPLY—ONLY \$3.75**  
Order on money back guarantee. Send name, address, pay \$3.75 on arrival, plus C.O.D. and postage. Save money—send \$3.75 (we pay postage) to Veno-Vac Dept. AM-K, P.O. Box 763, Memphis, Tennessee.

# Men's Mart



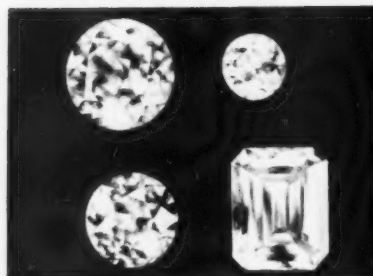
This handsome brass bugle is U.S. Army regulation and is brand new surplus. If you've ever seen an Army bugle you know they are made to last in any climate and under the toughest conditions—this one is no exception. It really sparkles, measures a full 16", has a nickel mouthpiece attached by chain. A solid bargain for \$9.95 ppd. Prince Enterprises, 103 Park Ave., N.Y.



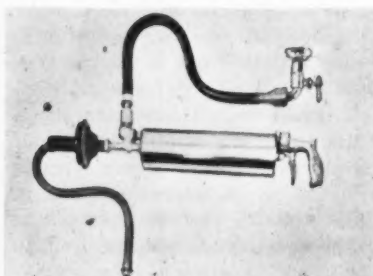
This precision-made, live-steam engine will add realistic power to any operating model. Develops 1/30th h.p. at 1,000 r.p.m. Boiler is drawn brass and fittings are solid bronze. Has hand-throttle steam whistle and grooved pulley wheel. Operates off safe dry fuel and measures some 10". German-made; with fuel for initial run. \$8.95 ppd. from Chabon Scientific, 60-A East 42nd St., New York.



Identify yourself on your stationery and personal items with this kit of 1,000 printed name and address labels. They'll take up to four lines of copy and can also be used on notes, books, packages and checks. Labels come in a handsome clear plastic container for \$1 ppd. For your order, write to Tower Press, Box 591, Lynn 477, Mass.



Here's Titania — more brilliant than a diamond and at only \$10 per carat. The maker lists a 1-carat Titania in a masculine gypsy mounting at \$28.50, and a 1-carat fishtail for the lady in a 14-carat mounting for \$22.50. All prices plus 10% federal tax. Free ring size chart and brochure available. Write Regent Lapidary, Dept. AGP, 511 E. 12th St., N. Y. 19, N. Y.



If you've been struck by the high cost of plumbing repairs at your house, here's the item for you—the Plumber's Flushing Gun. Cleans out the most stubborn drain in a matter of seconds. Air-pressure on a solid shaft of water cleans up to 200' of pipe, melting blockage with hammer-like blows. 30-Day trial. Write Miller Sewer Rod, Dept. PNF, 4642 N. Central Ave., Chicago 30, Ill.



First the people at Phillips and Phillips gave us Aurillum, and eliminated the need for car polishing. But they found it didn't "treat" well over wax, so now they give us Aurillum 99 Cleaner which, when teamed with the sealer, seals in a permanent luster. For more information, write Phillips and Phillips Corp., 343 S. Dearborn St., Chicago 4, Ill.

**RAILROAD**

## SHOP BY MAIL

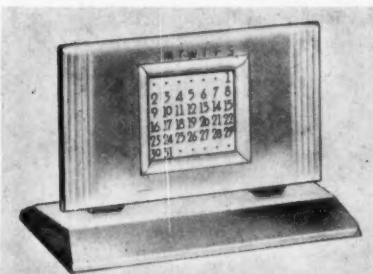
All products shown here may be obtained directly from indicated sources. Send check or money order with your order. Manufacturer will refund full purchase price on prompt return of unused, non-personalized items. This department is not composed of paid advertising.



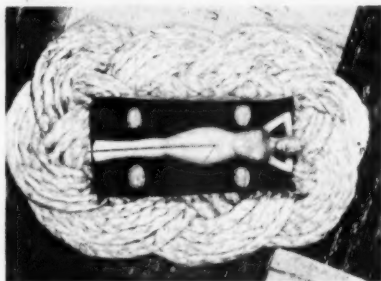
The good man that makes this little beauty says it's the ideal gift for a guy who has everything. We've heard that before, but this time the man may have something. Yep, it's the proverbial fur-lined potty (with real fur, no less) that ought to get a chuckle out of anybody. Could even be used as a TV seat. Dealer inquiries are invited. \$3.95 ppd. Lincoln Products, 411 Lincoln Bldg., N.Y. 17.



Now, a compact, easy-to-use home Tube Tester that tests all radio and TV tubes—even the big picture tube. This is the item that cuts down on your costly service calls by indicating in a flash where the fault lies in your radio or TV set. Metal case. AC or DC. Regular model, \$3.95 ppd., deluxe \$4.95. Geiger Engineering, 3738 W. Lawrence Avenue, Chicago 25, Illinois.



Keep this perpetual calendar in your home and you'll always know when it's time to pay the bills. Makes a handsome addition to home or office and it's built to last a lifetime with all-steel construction and brass finish. Flick of the knob once a month and days fall in sequence. 4"x3". \$1 ppd., Barclay Distributors, Dept. 645, 86-25 Parsons Blvd., Jamaica, New York



This statuesque young lady will work for her keep in your house. Feed her a walnut or a hard-shelled Brazil nut and she'll return it neatly shelled. She's about a foot in length and she's artistically hand-carved in sturdy Adaan which, the maker tells us, is Philippine mahogany. \$6.95 ppd. from Bataan Import-Export Co., 4704 N. Sheridan Rd., Chicago 40, Ill. DECEMBER, 1957



A real collector's find for the philatelist is this collection of 100 historical stamps. Each stamp depicts an important phase or event in American history. Set is accompanied by descriptive album and also includes some United States and foreign stamps on approval. Complete set may be had for \$1 ppd. Write to Globus Stamp Co., Dept. 275, 268 4th Ave., New York 10, N.Y.

## GIVE BLOOD!

See Your Local Red Cross Chapter, Today!

## FEET HURT?

AMAZING RELIEF & COMFORT



Adjustable AIRFLOW ARCH EASERS

\$2.95 Per Pair DIRECT FROM FACTORY Sizes for Men and Women DeLuxo Cuboids \$5.00

A blessing for foot sufferers. Relieves weak arches, callouses, tired, aching feet. Unexcelled cushion-comfort! Adjustable, soft, flexible. Metatarsal and longitudinal arch easily adjusted. No metal. ORDER TODAY! Give shoe size and width. If for man or woman. Money back guarantee. Postpaid except CODs. STEMMONS MFG. CO., Box 6037, Dept. AM-11, Kansas City, Mo.

## FREE! U.S. STAMPS PLUS COMPLETE U.S. CATALOG!



Sensational Get-Acquainted Offer—from the world's largest stamp firm! FREE... scarce genuine postage stamp as illustrated, picturing first U.S.A. (issued in 1847!) PLUS big collection of 30 all-different United States—19th century, valuable \$1 stamp, etc. PLUS collection beautiful Commemorative including American Revolution, Wild West, 1893 Columbian, many others. EXTRA: other exciting offers, Collectors' Guide; Big 64-page Bargain Catalog including all U.S. Postage Issues. Send 10c to help cover mailing expenses. Supplies Limited.

Send Coupon Today!  
H. E. HARRIS & CO.,  
3056 Transit Bldg., Boston 17, Mass.  
Rush my free U. S. stamps and other offers. I enclose 10c for mailing expenses.

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City & State \_\_\_\_\_

## SEND FOR Free Record START SPEAKING FRENCH SPANISH ALMOST OVERNIGHT!

HERE'S the easiest way to learn FRENCH, SPANISH, Russian, German, Italian, Japanese or Brazilian. Listen to FREE 2-sided non-breakable record. Let your eyes follow words in FREE sample lesson. Almost at once you'll be chatting in a new language with a perfect accent! That's all you hear! No dull, tedious work. Just listen—imitate! It's that easy! Offer may end soon. Rush 25c to help cover cost of special packaging, shipping. State language you want. We'll also send free information on full Cortina course. No obligation. CORTINA ACADEMY, Dept. 11811, 136 W. 52nd St., New York 19.

## IN ONLY 15 MINUTES you can start to



## PLAY PIANO

with BOTH hands... this FAST, EASY, ABC WAY Send for FREE Sample Lesson, today! I will include 8 popular "play-at-once" songs—a Note Selector for your right hand—and my Patented Automatic Chord Selector which enables you to strike simple bass chords with your left hand instantly. No "tricks"—this marvelous new method teaches you to read notes. You learn by playing simple single note melodies with one hand and beautiful simple resonant bass chord accompaniments with the other. No tedious scales. No boring exercises. No dreary practice. Just fun and frolic at the piano. Simply send name, address, and 10c for postage and handling to DEAN ROSS, 45 West 45 St., Studio C-4101 New York 36, N.Y.

## REMOVE CALLUSES CORNS quickly

HOLLIS SAFE WAY



only \$1 postage prepaid

Scientific speed trimmer EASY AS SHAVING! Just glide blade surface, callus or corn "peels" off. No pressure! No pain! No preliminary soaking! Don't cut into your callus or corn and risk blood poisoning and other infections. Use Safe Way with blade encased in safety shell to protect skin. Accident-proof... quick, easy, absolutely safe! Uses regular double-edged blade—easy to clean, easy to replace. Precision made of chromium plated surgical steel... colorful hand-shaped handle. Guaranteed to Satisfy or Money Back. HOLLIS Co. 1133 Bway, New York 10, Dept. P-18

*Steve Maguire's*  
**TRANSIT  
TOPICS**



Waiting for departure time at the Philadelphia & Western's old Trafford terminus; motorman had not yet changed the destination board. (Service to this point ended March 22, 1956.) Station at the left is on Pennsylvania Railroad main line.

Aaron G. Fryer, 6001 Drexel Rd., Philadelphia, Pa.

**I**T HARDLY seems possible, but with the end of the last two Kansas City P.S. trolley lines a few weeks ago not a single "live" streetcar remains in the West between St. Louis and California!



Steve Maguire

There is one solitary trolley route down El Paso way on the Rio Grande border—not exactly Western—and you can still find Western traction lines in the areas of Los Angeles, the San Francisco Bay, Portland, Ore., and Vancouver, B.C. The latter two are doomed. Even before you read these pages, both will probably be crushed to death under the juggernaut of Progress.

All that is left for the KCPS is the juice freight service that operates over part of the Country Club line from Dodson, 85th and Prospect, where it connects with the Missouri Pacific, reports David Harleson, Jr., Kansas City, Mo. How long will the freight line last? We understand that MP officials looked it over but decided not to buy it because of its many grade crossings. There are dark hints that motor trucks may replace its electric locomotives.

The KCPS has donated one of its cars to the city for a museum piece in Swope Park and will eventually scrap the other 40 unless it finds a buyer for them.

**THE ONLY** air-conditioned streetcar in the world, No. 1512, the *Silver Sightseer*, built by the St. Louis Car Co. in 1946, began running this past mid-summer in Washington, D. C., on the half-hour trip between the Capitol and Potomac Park in the District's transit system. Preceding it on the maiden run along Pennsylvania Avenue clanked an old hand-braked trolley that cleared the track and called attention to what was following.

No. 1512 is a beautiful PCC. It is silver-painted and fluorescent-lighted and has rubber-foam seats. Its passengers are lulled with tape-recorded music and are educated in points of interest by two trim hostesses. There are no hand-rails for standees. Conductors are under orders not to take aboard more riders than can be seated.

**THE PERENNIAL** question of commuter service in metropolitan areas was considered by the American Institute of

DECEMBER, 1957

# MEAT CUTTING Offers YOU SUCCESS And SECURITY

In The Best Established Business In The World • PEOPLE MUST EAT!

**TRAIN QUICKLY** in 8 short weeks for a bright future with security in the vital meat business. Trained meat men needed. Big pay full-time jobs year-round income, no layoffs—HAVE A PROFITABLE MARKET OF YOUR OWN!

## LEARN BY DOING AT NATIONAL

Get your training under actual meat market conditions in our big modern cutting and processing rooms and retail department.

## PAY AFTER GRADUATION

Come to National for complete 8 weeks course and pay your tuition in easy installments after you graduate. Diploma awarded. Free employment help. Thousands of successful graduates **OUR 35th YEAR!**

## FREE CATALOG—MAIL COUPON

Send now for big new illustrated National School catalog. See students in training. Read what graduates are doing and earning. See meat you cut and equipment you work with. No obligation. Send coupon in envelope or paste on postal card NOW! G.I. Approved.

**NATIONAL SCHOOL OF MEAT CUTTING, INC.**  
Dept. AD-25 Toledo 4, Ohio



## National School of Meat Cutting, Inc.

Dept. AD-25, Toledo 4, Ohio

Send me your **FREE** School catalog on National Training at Toledo in Meat Cutting, Meat Merchandising and Self Service Meats. No obligation. No salesman will call.

Name.....Age.....

Address.....

City.....State.....

.....Approved for training Korean Veterans

Electrical Engineers at a recent session on suburban electrification, in Montreal, Canada. While admitting the need for better facilities to keep present customers and attract new ones, one speaker said commuter roads need community support in order to survive.

"The economic problems confronting the railroads in their operations of commuter service," said F. Perkinson of General Electric, "are basically the same as those associated with public transit systems in general. Inadequate fare structures, mounting operating costs, and declining patronage have brought the rail-commuter business to the point where it is questionable that its survival as non-subsidized, private

enterprise can reasonably be expected . . .

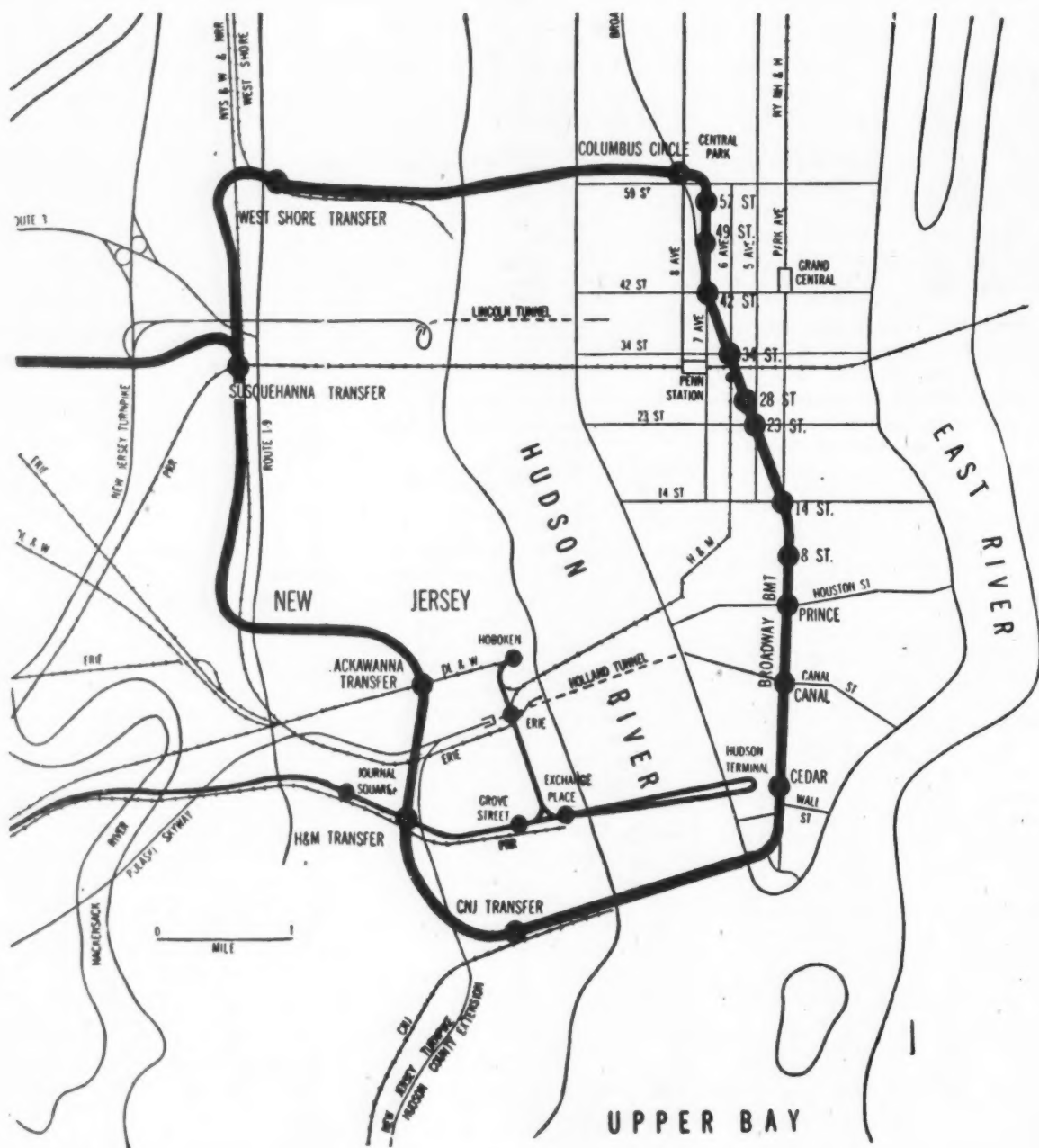
"Metropolitan-area transit must be brought under unified policy direction and management . . . Community subsidization is essential."

**IN LINE** with this statement, the Metropolitan Rapid Transit Commission offers a workable plan for handling the New York area's problem of rapid transit on a large scale. The plan would utilize portions of the city-owned subway system.

Briefly, it calls for operating a gigantic traffic loop between downtown Manhattan and Newark, Jersey City, and Hoboken, N. J. This loop would run



Stephen D. Maguire, 802 10th Ave., Belmar, N. J.  
**Kansas City Public Service loco No. 2 on Dodson line in 1954. With passenger service gone, we are wondering what the company will do with freight operation.**



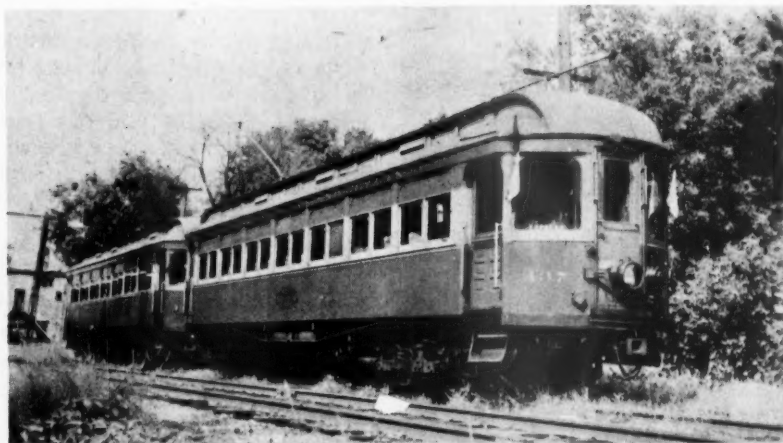
Newark Star-Ledger  
Proposed rapid-transit loop, a New York subway extension into New Jersey, would have trains running in both directions.

under the Hudson River through two new tunnels to be bored and would serve stations built to connect with each commuter railroad. Railroad passengers would transfer to the rapid-transit system at these stations. For many thousands of commuters this setup would save much time by eliminating ferry rides across the Hudson.

Cost of the project is estimated at \$400 million, mostly to build the two tunnels and buy New Jersey land for the right-of-way. In New York the route would use the Broadway BMT subway from the Battery at the southern tip of Manhattan Island to Central Park at 59th Street. Then it would turn west and dive under the river to New

Jersey, tap the big railroad connections, and return by the other tunnel from Jersey City to the Battery.

The plan also contemplates improving and modernizing the underground and under-river Hudson & Manhattan Railroad to complement the proposed loop. You might ask why it does not utilize the H&M tubes to reach down-



Stephen D. Maguire

From memory's album: car No. 137 of the Chicago, Aurora & Elgin at Batavia, Ill. The company jolted a lot of people by shutting down its passenger service.

town New York. Well, for one thing, the H&M clearances are too close and its curves too sharp for New York subway trains. Furthermore, entry to the Broadway BMT subway would be far less costly at the Battery than in the downtown business area where the H&M now terminates.

Under the loop plan, one-way fare would be 30 cents. This would probably entail an annual deficit of about \$12 million in operating cost, but, quoting Mr. Perkinson, "community subsidization is essential." The loss could be made up by real-estate taxes on the two New York and ten New Jersey counties that benefit most.

For a long time eight railroads have been funneling toward New York City via New Jersey, but only two of them, the Pennsy and the H&M, actually reach it by rail. Thus the plan is a logical answer to an urgent problem.

ABRUPTLY, with no advance warning to its employees or passengers, the Chicago, Aurora & Elgin shut down passenger service on its entire interurban line, leaving a great many commuters stranded and letting out 350 of its employees, also without notice. This raw deal was perpetrated before a final court ruling could be made on a commuter injunction plea against abandoning the line. A suit charging conspiracy has been filed against the company.

The interurban is located in a rapidly-developing suburban area where property values have risen to such an extent that the right-of-way alone is worth far more than the whole railroad in operation. Therefore, the stockholders and operators sought to cash in on

profit from its sale instead of continuing to run the cars as a public utility.

Frank Ropinske, who heads a commuters' committee, says: "That is the way gangsters carry on. The Illinois Commerce Commission, which authorized the shutdown, took a shameful attitude, brushing aside our pleas when we had other evidence to offer."

The CA&E management has just sold the county three-quarters of a mile of its right-of-way for use in the Congress Street Expressway.

We thank Joseph Galloway, railfan of Toledo, Ohio, and author of the book *Interurban Trails*, for keeping us posted on the CA&E situation.

FRANCIS H. SHEPARD, who died recently, had been assistant engineer of the pioneer multiple-unit control electrification of Chicago's South Side El under the late Frank J. Sprague, "Father of Electric Traction." He also won fame on such major electrification projects as Brooklyn's BRT El, the New York Central, the New Haven, the Milwaukee Road, and foreign lines.

## FREE BOOKLET! GAME WARDEN or join FORESTRY FISHERY or WILDLIFE SERVICES?



Learn how to apply—at home spare-time for a stimulating outdoor career. It's revealing—enjoyable as reading your favorite outdoor magazine. Let your love of field and forest guide you to possible success and happiness working with nature's creatures amid scenic surroundings—away from the pressures of city life. We are not government sponsored but dedicated to helping you GET READY FOR THE NEXT EXAMINATIONS IN YOUR AREA!

### Compare These Exciting Advantages:

**NO SPECIAL SCHOOLING NEEDED.** You don't need a college education, even a high school diploma for many fine beginning positions. Hunting, farming, military experience—all help get most outdoor jobs.

**AGE NO HANDICAP.** Positions have been available to men 17 to 45 years of age.

**GOOD PAY, SECURITY.** Start at up to \$3,000 year and more! Regular increases too.

**PRESTIGE.** The uniforms command the respect of others and symbolizes the vigilance needed to conserve America's precious resources.

**LOW COST HOUSING.** Retirement income on many jobs with government. Many private opportunities.

**FREE! Large, colorful SUCCESS BOOKLET.** Tells, explains complete facts and how to get revealing "SELECT-A-JOB" CHART. Let's you match your background, schooling, interests against possible outdoor job. MAIL COUPON NOW-TODAY!

**HOME-STUDY EDUCATORS, Dept. A-48**  
1038 So. La Brea, Los Angeles 18, Calif.  
Rush me FREE "Job Opportunity" information. No salesman will call.

Name \_\_\_\_\_ Age \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ Zone \_\_\_\_\_ State \_\_\_\_\_

## INVENTORS

If you believe that you have an invention, you should find out how to protect it. We are registered Patent Attorneys. Send for copy of our Patent Booklet "How to Protect Your Invention," and an "Invention Record" form. No obligation. They are yours for the asking.

**McMORROW, BERMAN & DAVIDSON**

Registered Patent Attorneys  
150-Y Victor Building Washington 1, D. C.

## GOVERNMENT OIL LEASES LOW AS \$1 PER ACRE

You do no drilling, pay no taxes, may realize a king-size profit without ever leaving home. Write for free map and literature.

American Oil Scouts, Dept. AM, 7321 Beverly Blvd.  
Los Angeles 36, Calif.

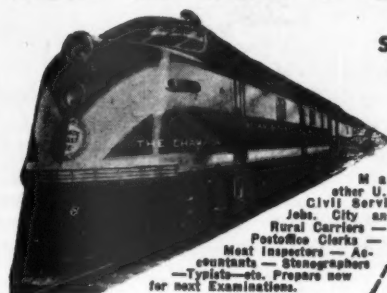
## LOOSE FALSE TEETH RELINED AND TIGHTENED AT HOME \$1.00



**NEWLY IMPROVED DEXDEX RELINER**, a plastic, builds up (first) loose upper and lower dentures. Really makes them fit as they should without using powder. Easily applied. No heating required. Brush it on and wear your plates while it sets. It adheres to the plates only and makes a comfortable, smooth and durable surface that can be washed and scrubbed. Each application lasts for months. Not a powder or wax. Contains no rubber or gum. Neutral pink color. Sold on MONEY-BACK GUARANTEE. Not sold in stores. Proved by 15 years of Consumer Use. Send \$1.00 plus 20c handling charge (stamps or coin).

**DEXDEX COMPANY, DEPT. A-3**  
2024 WEST SIXTH ST., LOS ANGELES 5, CALIF.

## Want to Pass a CIVIL SERVICE TEST?



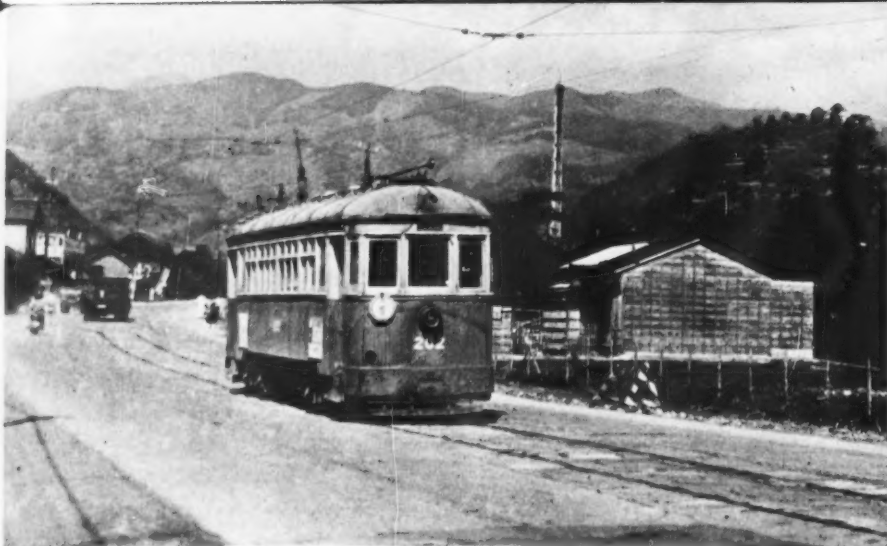
**RAILWAY POSTAL CLERKS START HIGH AS \$3,880.00 A YEAR**  
**Veterans Get Special Preference**

**FRANKLIN INSTITUTE**  
Dept. L-102, Rochester 4, N. Y.

(Not Government Controlled)

Write, Rush to me, without charge, copy of 24-page book, describing salaries, hours, work, etc., and list of many U. S. Civil Service big pay jobs. Tell me how to prepare for one of these tests.

Name \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_



S. Kobayashi, 17 Shiba-Shinbori, Minatoku, Tokyo, Japan.  
Odawara intercity line of the Hakone Tozan Ry. in Japan: car 202, built in 1925.

WEST COAST rapid transit was given a great boost the other day when Governor Knight signed into law the California legislative bill creating a Metropolitan Transit Authority for the Los Angeles area.

It now appears that L.A. may finally be freed from the plagues of the probus National City Lines' LATL local system and the even worse Jesse Haugh MCL lines that have whittled down vital rail routes to a bare minimum. A few such routes are still being operated, much against MCL's wishes, and they give fast, safe service without clogging

the highways or adding to the smog.

If all goes well under the new Transit Authority, the city will buy LATL for \$21,280,000 and MCL for \$12 million. Eventually, we hope, a unified rapid-transit rail system—embracing el, subway, and open-cut operation with bus routes feeding into it—will emerge to give that area again the fine transportation it had years ago in Pacific Electric's heyday.

Incidentally, PE's last juice operation is a freight motor serving Hollywood industries, writes Ted Harrison, 1385 N. 13th St., San Pedro, Calif., an ex-PE

motorman now in the freight service.

Thus far San Francisco has not acted on its recently-publicized rapid-transit scheme. Even the 60 PCC cars (supposedly former St. Louis P.S. equipment), which were promised for modernizing the Municipal lines, have yet to arrive.

A NEW trolley line was opened last summer by the Seashore Electric Ry. museum in Maine. Nearly a mile of additional track, with overhead catenary wire, was placed in service about three miles from the old Seashore location. The new line, known as Seashore Jct. Ry., is situated on U.S. Route 1 at the Boston & Maine overpass in North Kennebunkport. Relocation was prompted by the availability of a large parking area, which means the museum can now attract many passing motorists. Most of the 60 trolleys stored at the old site, Arundel Shops, can still be visited there by the public daily in summer, week-ends in winter.

JUICEFAN movie show Nov. 29 at 8 p.m. in YMCA auditorium of New York's Penn Station, 2½ hours for \$1, sponsored by ERA. Proceeds will go toward car 8111 (former BMT, now at Branford, Conn., Museum) and ERA's Sprague Library. Program includes two films made by George E. Horn: (1) "Transfer to Yesterday," 80 minutes of trolley tours in areas between Coney Island and Yonkers, a film which took 20 years to make, 15 routes, 12 types of cars, tape-recorded sound track, and (2) Second Ave. El. Mr. Horn has made 30,000 feet of 16mm film of trolleys, els, subways. Besides being a subway motorman he edits ERA's historical publication, *Electric Railroads*.

NUMBER 202 of the old Fonda, Johnstown & Gloversville, a combination car, is up for sale at \$200, reports Thomas E. Puglis, 20 W. 8th Ave., Gloversville, N. Y., who wants to hear from readers interested in financing the purchase of this car.

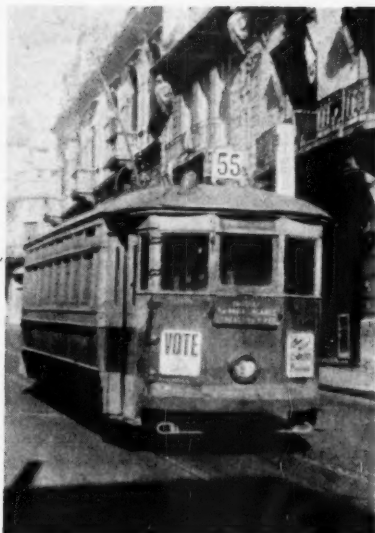
OVERSEAS reader Lucien Duquenne, 5 Ave. Republique, Paris, France, will trade postcard-size pix of European streetcars for those of Washington, D. C., Boston, Philadelphia, and Pittsburgh, same size.

LAST tram route in Uruguay, the suburban "E" line out of Montevideo, has ceased running, due to poor condition of tracks and equipment.



Electric and steam trains meet at Epping, England. Here the London Transport tube (subway) terminates; an old iron horse provides shuttle service to Ongar.

Alan A. Jackson



Collection of Stephen D. Maguire  
Car No. 399 in Montevideo. Uruguay  
has just lost the last of its tram lines.

In Japan, local trolley operations have ended on three small city lines at Odawara, Asahikawa, and Ikao. A railfan, Shigeru Kobayashi of Tokyo, reports that the Odawara cars are being rebuilt of steel and have been sold to the Nagasaki city system. Some Asahikawa cars have been sold to a line at Toyohashi. The Ikao trams were scrapped.

And at Recife, Brazil, no more trolleys! So says Seaman Raymond C. Miller of the SS. W. C. Yeager.

"We also called at Rio Grande," he continues, "and there we found a small system of about 5 routes still operating with single-truck cars of U.S. design, about 50 years old, having wooden bodies and hand brakes. The CFC Carioca tram line out of Rio crosses what may be the world's longest and highest trolley viaduct. (Editor asks: Did you snap a picture of it for us?) And in Santos, Brazil, the SMTC trolley system has just begun building their own closed cars at the rate of 3 or 4 a month to replace the single- and double-trucked open type."

COJIMAS branch of Hershey Cuban Ry., the only interurban left in the general region of Central America, has just been abandoned, reports Earl Clark, 2108 Hopewell St., Covington, Ky. For the present, at least, main-line service along 50 miles to Matanzas will continue. Earl wants to run a fantrip there next May. Interested readers, please write. He says Cuba is webbed with

various railroads, most of which are sugar haulers, for sugar is Cuba's most lucrative industry.

SAVING of \$36,915 will be made by Cleveland Transit System through the purchase of 57 new pantographs for its rapid-transit cars from Stemmen Mfg. Co., Germany, instead of from U.S. firms that asked \$850 more per unit. So says Bill Vigrass, 1494 Cohasset Ave., Cleveland, Ohio. Fans want to know why Boston MTA doesn't consider the economy of imported pantographs. That system is losing more than \$8 million a year, a loss which taxpayers have to make up.

REPAVING of East Hartford's Main Street with the Connecticut Company's old trolley tracks still in place probably sets a record in these days of bus operation. The rails no longer carry passenger cars, as they used to, nor is there any overhead wire, but two CC freight motors still make daily trips over 8 miles of track.

GOOD READING. *The Rockford & Interurban Ry.*, 84 pages dealing with local and interurban lines radiating out of Rockford, Ill., was written by Philip L. Keister and issued as Electric Ry. Historical Society Bulletin 22. It includes rare views of R&I cars, map, and roster. Available at \$3 per copy from the Society, 7625 W. Gregory St., Chicago 31, Ill.

Similar in size, 8½x11 inches, is *Portland Railroad*, an illustrated history of Maine trolley lines by O. R. Cummings, author of "Trolley Town, U.S.A." in Aug. '56 *Railroad Magazine*. His *Portland Railroad* is a 42-page brochure in the Connecticut Valley NRHS *Transportation* series. (A later issue will add a roster, etc.) Copies may be had from Roger Borrup, Warehouse Point, Conn., at \$1.50 each.

North Jersey Chapter, NRHS, an-

**SAVE 75%**

ON

**WORK CLOTHES!**

Terrific values you've got to see to believe!  
**SHIRTS 79c**  
4 for \$2.99  
Made to sell for 2.99. Now, 4 for the price of one! The used, sterilized and ready for long, tough wear! In blue, tan or green. Send neck size, 1st and 2nd color choice.

**PANTS to match**  
Sold for 3.85, now only..... **99c**  
Send waist measure and inside leg length. 4 for \$3.75

**COVERALLS** . . . wear 'em used and save plenty! Were 6.95, now **\$2.29**  
Send chest measurement. 3 for \$6.75

**MONEY BACK GUARANTEE** . . . if not satisfied. Order TODAY! Send \$1.00 deposit on C.O.D. orders. Add 25c for postage on prepaid orders.

**GALCO SALES CO. Dept. 4011**  
7120 Harvard Ave. • Cleveland 5, Ohio



**SEND FOR THIS FREE!**

Make money. Know how to break and train horses. Write today for this book **FREE**, together with special offer of a course in Animal Breeding. If you are interested in Galting and Riding the saddle horse, check here ( ) Do it today—now.

**BEERY SCHOOL OF HORSEMANSHIP**  
Dept. 8411 Pleasant Hill, Ohio

**LAW FREE BOOK** **THE LAW TRAINED MAN**

Write today for a **FREE** copy of illustrated law book, "THE LAW-TRAINED MAN," which shows how to earn the professional Bachelor of Laws (LL.B.) degree through home study of the famous Blackstone Law Course. Books and lessons provided. Moderate cost; easy terms. Write now. **Blackstone School of Law, 307 N. Michigan Ave. Founded 1890 Dept. 428, Chicago 1, Illinois**

**AMAZING NEW "TI-NEE" RADIO**

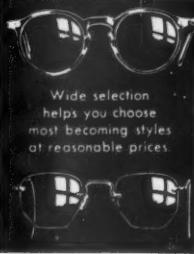
Ti-Nee Radio is Guaranteed to work for your lifetime! Uses no tubes, batteries or electrical plug-ins. Never runs down! Smaller than a pack than a transistor! Receives local radio stations most anytime, anywhere without extra antenna. Uses crystal diode Hi-Q Tuner. Beautiful black gold plastic. Inst. Built-in Speakerphone. (Bill, 68, mo) and pay postman \$4.99 C.O.D. on arrival or send \$6.00 for postpaid delivery. **SEND COMPLETE—READY TO LISTEN—NOTHING EXTRA TO BUY EVER!** Extra long distance serial kit included free for stations up to 1000 miles away! Available only from: **Midway Co. Dept. 6A-12 Kearney, Nebr.**

**PROFESSIONAL TYPE BADGES \$2.98 PPD**

Individual Orders Filled \$2.98 ppd.  
**FREE** Leather Badge Holder with each order  
These gleaming non-tarnish badges are finely crafted of massive metal. Will absolutely command respect wherever you go.  
Your Special Officer Deputy Sheriff  
Choice: Private Detective Constable  
Sheriff Deputy Constable  
**10 DAY MONEY BACK GUARANTEE**  
Dept. A-3 P.O. Box 27  
Cooper Sta., New York, N. Y.

**FORD'S**

**EYE GLASSES BY MAIL? IT CAN BE DONE!**



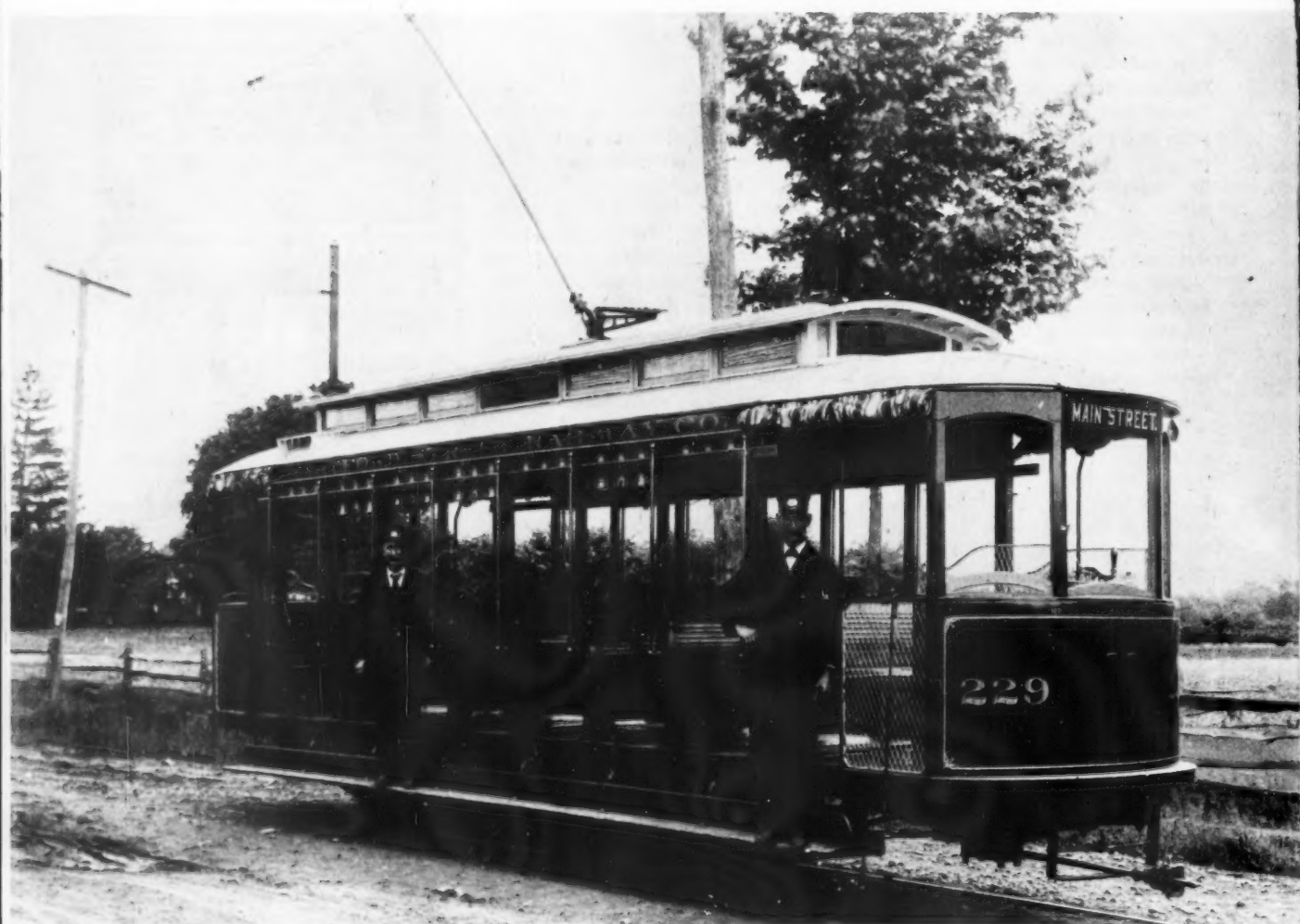
Buy from the oldest established firm offering this service. Reading-magnifying or bifocal glasses for far and near. Recommended for folks approximately 40 years or older. Thousands of customers! We furnish 14-lens sample card with many combinations. as low as **\$1.95** and other styles priced to meet your budget  
**SEND NO MONEY! 30 DAYS TRIAL!**

SEND FOR **FREE** catalog attractive styles for men and women  
name \_\_\_\_\_  
street \_\_\_\_\_  
city \_\_\_\_\_ state \_\_\_\_\_  
ADVANCE SPECTACLE CO., INC.  
537 S. Dearborn St., Chicago 5, Ill.

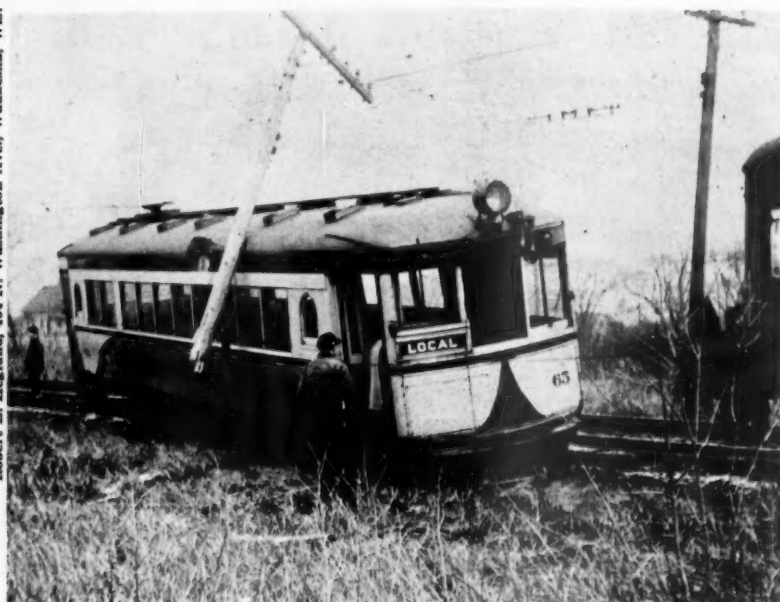
Collection of David L. Joslyn, 2164 Castro Way, Sacramento, Calif.



Sacramento, Calif., date unknown: the old Sacramento Northern's diner-parlor car *Alameda* on M Street (now Capitol Ave.)



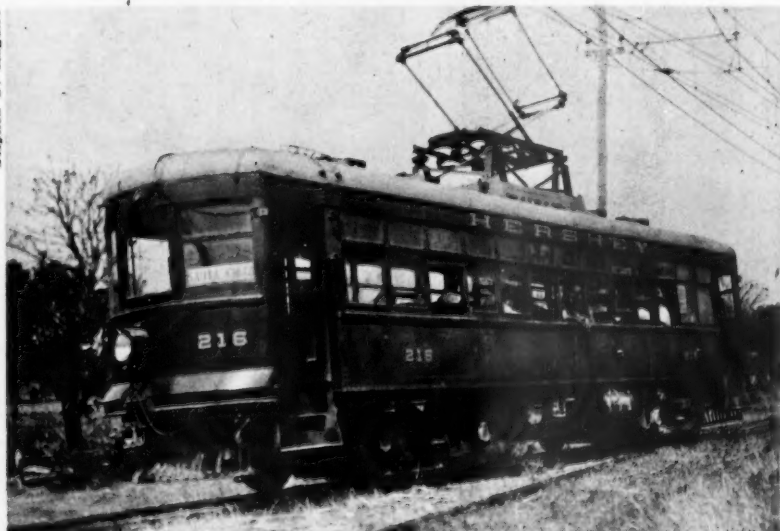
"Who can identify this trolley car?" asks a reader (who forgot to write his name or address on the back of the photograph).



Hey, what happened? Milwaukee Rapid Transit car No. 65, headed for Waukesha, hit Duplex unit 43-44, which was crossing from eastbound to westbound track on its return trip to Milwaukee. No serious injuries resulted, but the line was tied up for several hours that February day in 1950 before the car could be railed.

announces *The Orange Crosstown Line*, a 20-page booklet by Edward T. Francis, enriched with photos, roster, and map. It depicts a seldom heard-of rail network, the Orange & Passaic Valley, later part of N.J. Public Service system. R. S. Wendeling, 114 Oakley St., Roselle, N. J., sells copies at 50 cents each. We are glad to recommend this brochure and other histories of the all-but-forgotten trolley lines. They have value for us and for future generations.

Two unusual publications are available at 25 cents apiece by Light Ry. Transport League, 245 Cricklewood Broadway, London N.W. 2, England. The first, *Leeds City Tramway*, 12 pages, describes one of the few British streetcar companies still operating, plus many photos, map, and roster. The other, *Snaefell Mountain Ry.*, tells about a 5-mile trolley line that connects with the Isle of Man's electric railway.



No. 216, a Cincinnati Car Co. interurban, now operates on Hershey Cuban Railway.

DECEMBER, 1957

## People 50 to 80 Tear Out This Ad

... and mail it today to find out how you can still apply for a \$1,000 life insurance policy to help take care of final expenses without burdening your family.

You handle the entire transaction by mail with OLD AMERICAN of KANSAS CITY. No obligation. No one will call on you!

Write today, simply giving your name, address and age. Mail to Old American Ins. Co., 1 West 9th, Dept. L1130M, Kansas City, Missouri.

## LEARN PLASTICS



Complete LOW COST Shop Method HOME TRAINING NOW AVAILABLE

Get in on Big Money opportunities in Plastic molding, casting, forming, carving, etc. Earn as you learn with Interstate's professionally prepared course. All plastic materials furnished.

WRITE FOR FREE BOOKLET

INTERSTATE TRAINING SERVICE DEPT. C-77, PORTLAND 13, OREGON

## How to Make Money with Simple Cartoons



A book everyone who likes to draw should have. It is free; no obligation. Simply address

FREE BOOK

CARTOONISTS' EXCHANGE Dept. 9811 Pleasant Hill, Ohio

## SONGWRITERS

LARGE RECORDING COMPANY WANTS NEW SONGS! Your song may be chosen for recording on ROYALTY BASIS. NATIONAL SALES, PROMOTION, DISTRIBUTION if selected. Send songs, song poems for FREE examination. NO CHARGE FOR MELODIES. MUSIC MAKERS, Dept. AM-12 Box 2507, HOLLYWOOD, CALIF.

## LEARN TO MOUNT BIRDS



ANIMALS, FISH, PETS

Be a Taxidermist. Save your hunting TROPHIES. Have a fine home museum. Hunters, save and acquire your trophies. DUCKS, QUAIL, GUN skins and FUR.

Great Fun, Spare-time PROFIT! FREE BOOK Tells about it. 100 fine wild-game pictures. 60 pages. Send TODAY for Yours. Get this WONDERFUL FREE BOOK, MEN AND BOYS. Learn Taxidermy. Double your hunting pleasure. Rush letter or POSTAL today. STATE AGE. N.W. SCHOOL OF TAXIDERM. Dept. 4311 Omaha, Neb.



## HANDS TIED?

—because you lack a HIGH SCHOOL DIPLOMA

• You can qualify for an American School Diploma in spare time at home! If you have left school, write or mail coupon for FREE booklet that tells how. No obligation of any kind.

OUR 60th YEAR

AMERICAN SCHOOL, Dept. H839  
Drexel at 58th, Chicago 37, Illinois

Please send FREE High School booklet.

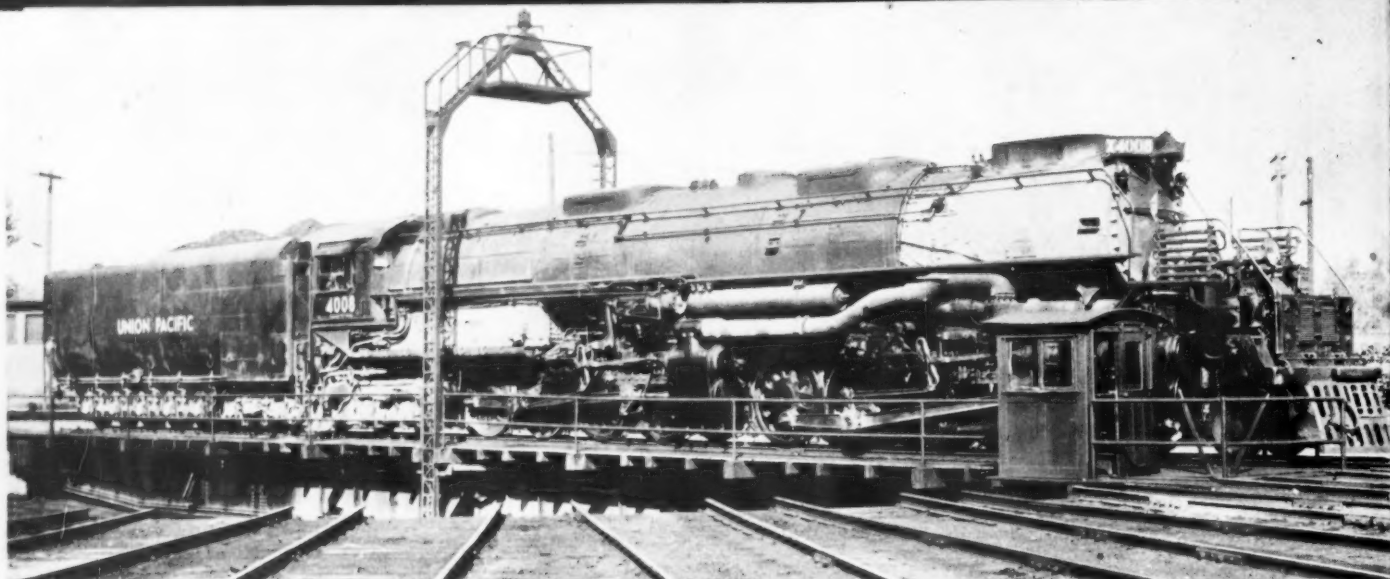
Name.....

Address.....

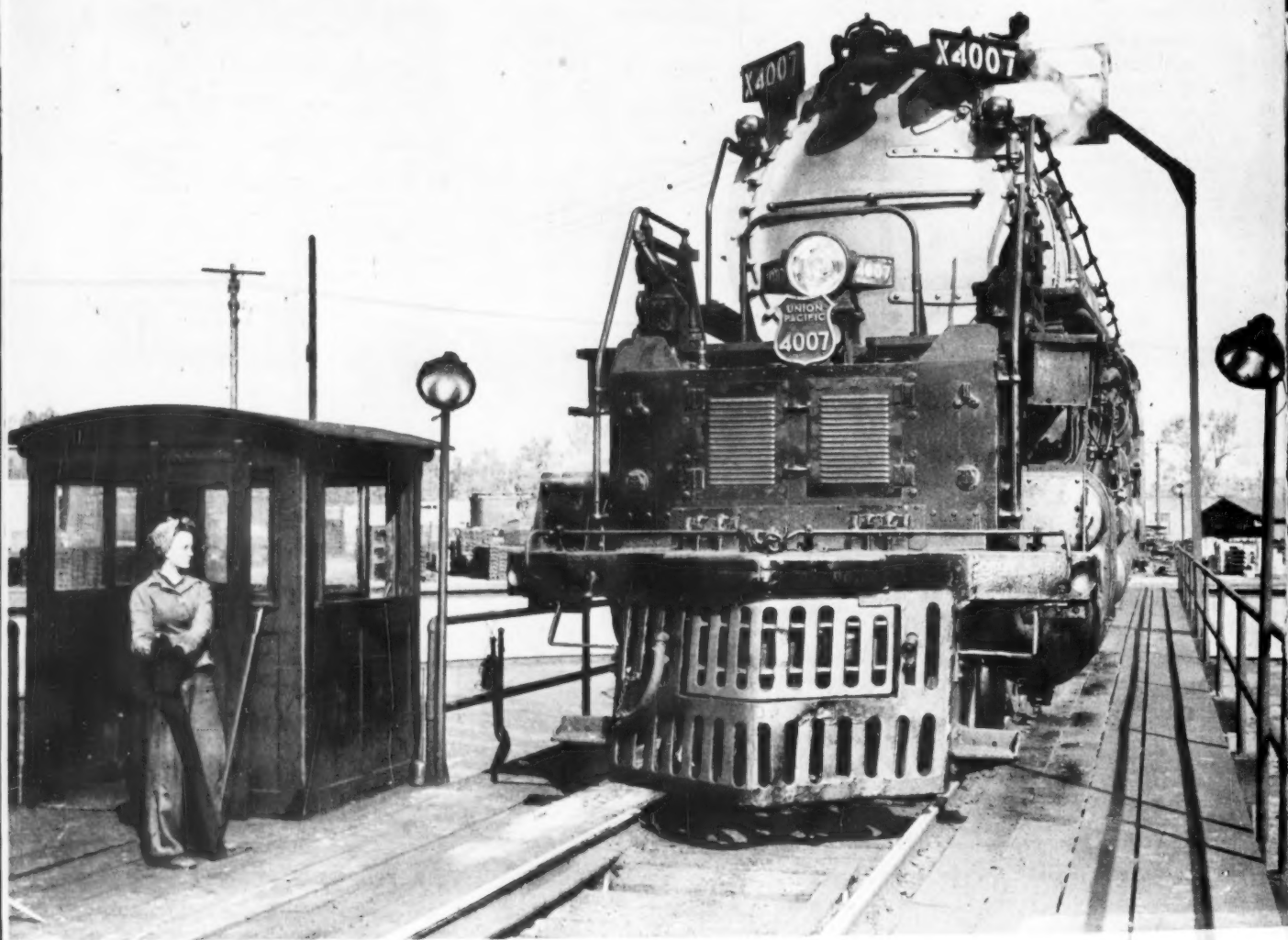
City & State.....

Complete Canadian Courses available. Write American

School, Dept. H839, 1610 Sherbrooke St. W., Montreal



The Union Pacific's "Big Boys" (locomotives of simple articulated type) need a gigantic turntable such as this one at Ogden, Utah. Nos. 4008 and 4007 are shown here. Woman turntable operator was hired in critical period of World War II.  
Union Pacific Railroad



# Union Pacific Motive Power

Including Oregon Short Line (OSL), Oregon-Washington Railroad & Navigation Co. (OWRN), and Los Angeles & Salt Lake (LASL)

## STEAM LOCOMOTIVES

Numbers	Owner	Cyls.	Drv.	BP	Engine Weight	TE	Bldr., Date
<b>0-6-0 Switchers</b>							
4420-4446	UP	19x24	51	200	154400	31290	BLW 1913-'20
<b>2-8-0 (Consolidation) Type</b>							
428-490	UP	21x30	57	200	187900	39450	BLW 1900-'03
533-618	OSL	21x30	57	190	197300	39290	BLW 1903-'07
733-749	OWRN	22x30	57	200	213000	43300	Alco 1907
4018-4072	LASL	22x30	57	200	220500	43300	BLW 1908-'07
6244-6358	UP	22x30	57	200	212800	43300	Alco 1904-'08
<b>2-8-2 (MacArthur) Type</b>							
1919-1938	UP	23½x30	57	190	245600	47940	BLW 1911-'12
2005-2026	OSL	23½x30	57	190	270400	47940	BLW 1911-'12
2120-2168	OWRN	23½x30	57	200	267800	50440	BLW 1910-'18
2204-2295	UP	26x28	43	210	288700	53620	BLW 1911-'18
2497-2498	UP	26x28	43	200	290800	54700	Alco 1918
2520-2521	OSL	26x28	43	210	286100	53620	Alco 1912
2537-2541	OSL	26x28	43	200	292000	54700	Alco 1918-'19
2555-2564	OSL	26x28	43	210	300000	53620	Alco 1920-'21
2711-2733	LASL	26x28	43	210	286100	53620	Lima 1917
<b>2-10-2 Santa Fe) Type</b>							
5014-5078	UP	29½x30	63	200	397100	70450	BLW 1917-'23
5301	OSL	29½x30	63	200	382100	70450	BLW 1918
5307	UP	29½x30	63	200	397100	70450	BLW 1923
5316	OSL	29½x30	63	200	384800	70450	BLW 1923
5511	UP	29½x30	63	200	387100	70450	BLW 1923
<b>4-6-0 (Ten-Wheeler) Type</b>							
1243	UP	19x24	57	165	148500	21300	Cooke 1890
<b>4-8-4 (Northern) Type</b>							
800-817	UP	24½x32	77	300	440400	63500	Alco 1937
821-844	UP	25x32	80	300	486300	63800	Alco 1939-'44
<b>4-6-6-4 (Challenger) Type</b>							
3700-3717	UP	21x32	69	280	627900	97350	Alco 1943-'44
3800-3839	UP	22x32	69	255	594400	97400	Alco '934-'37
3933-3949	UP	21x32	69	280	634500	97350	Alco 1944
3950-3969	UP	21x32	69	280	627000	97350	Alco 1942
3985-3999	UP	21x32	69	280	633500	97350	Alco 1943
<b>4-8-8-4 (Simple Articulated) Type</b>							
4000-4019	UP	23½x32	68	300	762000	135370	Alco 1941
4020-4024	UP	23½x32	68	300	772200	135370	Alco 1944

Challenger type 3936 leaves Denver with long freight bound for Laramie, Wyo.



Richard H. Kindig, 3831 Perry St., Denver, Colo.

DECEMBER, 1957

## BORROW BY MAIL

**PRIVATE \$50 to \$500**  
You can get the cash you need immediately... entirely by mail. No co-signers or endorsers required. No inquiries of employers, relatives, or friends. Convenient monthly payments to fit your income. Men and women with steady income eligible, anywhere in U. S. If you need \$50 to \$500 extra cash for any purpose, mail the coupon today; we'll rush free application blank to you.

Directed by FEDERAL RESERVE DEPARTMENT  
**AMERICAN LOAN PLAN**  
City National Bank Bldg.  
Omaha 2, Nebraska... Dept. AD-11

**FREE** Application Blank sent in Plain Envelope  
Amount Wanted \$.....

NAME.....  
ADDRESS.....  
CITY..... STATE.....  
OCCUPATION.....  
WHO'S OCCUPATION.....

## POEMS WANTED

For musical setting... Send your Poems today for FREE EXAMINATION. Any subject. Immediate consideration. FIVE STAR MUSIC MASTERS, 620 BEACON BLDG., BOSTON, MASS.

## INVENTORS

Learn how to protect your invention. "Patent Guide" containing information on patent protection and procedure with "Record of Invention" form will be forwarded to you upon request—without obligation. **CLARENCE A. O'BRIEN & HARVEY JACOBSON** Registered Patent Attorneys Dept. 726-K District National Building Washington 8, D. C.

## NEW, NATURAL LIGHTWEIGHT DENTAL PLATE

MADE FROM YOUR OLD ONE—New Professional Method gives you natural-looking, perfect-fitting plastic plate—upper, lower or partial—from your old cracked or loose plate without an impression. CLINICAL method means fast service, huge savings. Try new plate full 10 days at our risk. New plates sent you Air Mail some day. **SEND NO MONEY!**—just your name and address for full particulars FREE. No cost. No obligation. Act now. CLINICAL DENTAL LAB., 335 W. Madison St., Dept. S-82 Chicago 6, Ill.

## EPILEPSY!

Learn about treatment for epileptic spells! Write today for free information. Lakeswood Neurophen Co., Station A, Dept. HG-6 Cleveland 2, Ohio

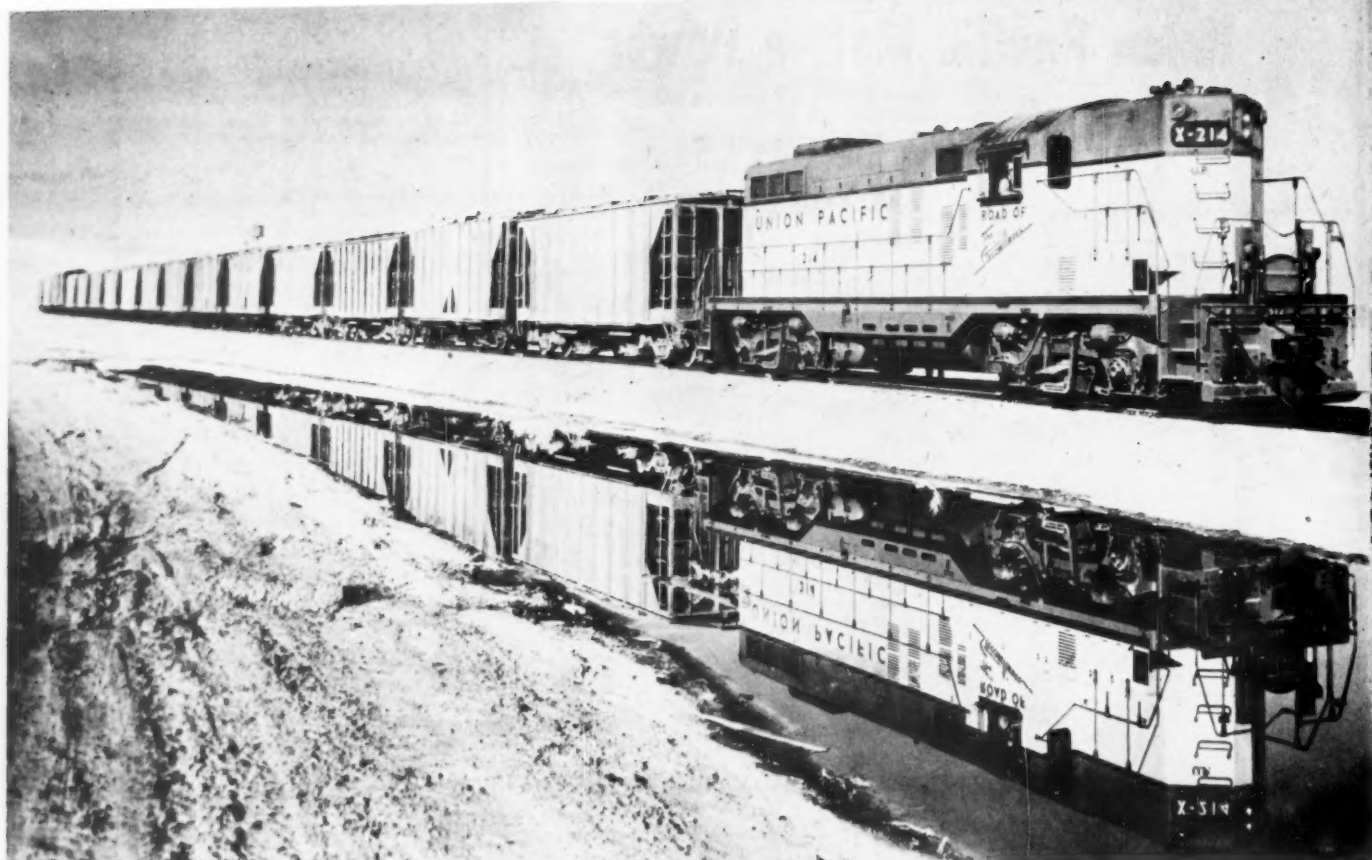
## FOR BIG MEN ONLY!

Sizes 10-16 Widths AAA-EEE  
We specialize in LARGE SIZES ONLY—sizes 10 to 16; widths AAA to EEE. Dress, sport, casual and work shoes; golf shoes; insulated boots; socks; slippers; rubbers; overalls; shoe trees. Also... sport shirts in your exact, extra-long sleeve length. Enjoy perfect fit in your hard-to-find size at amazingly low cost. Satisfaction Guaranteed. Sold by mail only. Write for FREE Style Book TODAY!  
**KING-SIZE, INC.**  
350 Brockton, Mass.

## SELL TO UNCLE SAM!

That's how I made \$20,000 a year—selling junk jewelry to the U. S. Government. Send me your name and I'll show you how I did it.  
**LEARN AT HOME IN ONE EVENING**  
This is the most fantastic way of making money you ever heard of. That's because you do all your "selling" BY MAIL to one customer—the U. S. Government! Uncle Sam will buy all the old junk jewelry you send in at \$35.00 AN OUNCE for the gold it contains. Just follow my Plan and you can pick up gold on any street in your town. I show you where to find it, what to pay, how to test and how to mail to Uncle Sam for cash. I'll teach you the secrets by which I made \$20,000 a year. No charge for facts. No salesman will call. Send no money—just your name, address on postcard. **Leslie Patton, 335 W. Madison St., Dept. P-781 Chicago 6, Ill.**

Shrinks Hemorrhoids



Mirrored in the limpid water of a trackside stream is No. 214 wheeling a string of covered hopper cars out of Westvaco, Wyo.

Union Pacific Railroad

Union Pacific Railroad

Northern type No. 830 steams majestically out of Denver with the *Portland Rose*, its two-tone gray cars lettered in yellow.





No. 57, a turbine-electric locomotive operated with propane gas, and tank tender.

## GAS-TURBINE LOCOMOTIVES

51-75 ————— 4500 40 551000 137900 GE 1952-'54

## DIESEL-ELECTRICS

### PASSENGER ROAD LOCOMOTIVES

Numbers	Bldr's Class	HP	Drv.	Total Weight	TE	Bldr. Date
984-999	E-3	2000	34	323000	54500	EMD 1946
925-942	E-8	2250	34	332000	55900	EMD 1950-'53
922-B-949-B	E-8	2250	34	338000	54800	EMD 1953
900-974-B	E-9	2400	34	338000	54800	EMD 1954-'56

### FREIGHT ROAD LOCOMOTIVES

100-129	F-7	1500	40	249000	62300	EMD 1953
775-784	F-7	1500	40	363000	90800	EMD 1953
130-299	GP-9	1750	40	246000	61600	EMD 1954
130-B-204-B	GP-9B	1750	40	244000	61000	EMD 1954
1400-1499	F-3	1500	40	248000	62100	EMD 1947-'52
1400BC-1498BC	F-3	1500	40	247000	61800	EMD 1947
1500-1529	F-3	1500	40	247000	61800	EMD 1947-'48
1500BC-1528BC	F-3	1500	40	248000	62100	EMD 1947-'48
1550-1543	F-3	1500	40	246000	61600	EMD 1948-'49
1550BC-1542BC	F-3	1500	40	247000	61800	EMD 1948-'49
1600-1643	FPA-1	1500	40	248000	62100	Alco 1947-'48
1600BC-1642BC	FPA-1	1500	40	246000	61600	Alco 1947-'48
600-607	—	2000	40	355000	59300	Alco 1947-'49
600B-607B	—	2000	40	350000	58500	Alco 1947-'49
650-657	(built by Erie)	2000	40	354000	61800	F-M 1945-'48
650B-654-B	(built by Erie)	2000	40	354000	61800	F-M 1945-'48

### HEAVY DUTY LOCOMOTIVES

1360-1370	H20-44	2000	42	253000	63400	F-M 1947
-----------	--------	------	----	--------	-------	----------

### ALL-PURPOSE LOCOMOTIVES

1325-1329	H-15-44	1500	42	247000	61900	F-M 1948
1340-1342	H-16-44	1600	42	248000	62000	F-M 1940

### ROAD SWITCHERS

1291-1295	RS-3	1500	40	250000	62500	Alco 1947-'49
1280-1290	RS-3	1500	40	274000	48000	Alco 1947-'48
1250	DRS4-4-15	1500	42	283000	47100	BLW 1948
1240-1246	AS-616	1600	40	326000	81500	BLW 1952

### TRANSFER LOCOMOTIVES

1870-1877	TR-1	1200	40	1495000	123800	EMD 1951
1870-B-1877-B	TR-1	1200	40	1495000	123800	EMD 1951
1000-1095	NW-2	1000	40	252000	62500	EMD 1939-'48
1800-1844	SW-7	1200	40	246000	61500	EMD 1950-'53
1100-1198	S-2	1200	40	246000	61500	Alco 1943-'56
1200-1210	DS-4-4-1000	1000	40	240000	60100	BLW 1943-'48
1300-1304	H-10-44	1000	40	244000	61000	F-M 1945-'47

## Shrinks Hemorrhoids New Way Without Surgery

Science Finds Healing Substance That  
Relieves Pain — Shrinks Hemorrhoids

For the first time science has found a new healing substance with the astonishing ability to shrink hemorrhoids and to relieve pain—without surgery.

In case after case, while gently relieving pain, actual reduction (shrinkage) took place.

Most amazing of all—results were so thorough that sufferers made astonishing statement like "Piles have ceased to be a problem!"

The secret is a new healing substance (Bio-Dyne\*)—discovery of a world-famous research institute.

This substance is now available in *suppository* or *ointment* form under the name *Preparation H.O. Ask* for it at all drug counters—money back guarantee.

\*Reg. U. S. Pat. Off.

**DICE-CARDS**  
Perfect Dice, Magic Dice, Magic Cards—READ THE BOOKS—Inks, Cards, Poker Chips, Gaming Layouts, Dice Boxes, Counter Games.

**O. C. NOVELTY CO.** Dept. 2  
1311 W. Main, Okla. City, Okla.

## "SNAP-HYPNOSIS"

Hypnotise — with one word, one fingersnap." Hypnotic sensibilities vary; no promises. Satisfaction or refund. \$2. Hypnomaster, 846-H3 Sunnyside, Chicago 40.

## GOVERNMENT 40 ACRE OIL LEASE \$100.

Act of Congress gives citizens equal rights with Oil Co.'s to obtain Govt. leases. You do not drilling, yet may share in fortunes made from oil on public lands. (Payments if desired) Licensed & Bonded Oil Brokers. Free Information & Maps of booming areas. Write: **NORTH AMERICAN OIL SURVEYS**  
8272-Q SUNSET BLVD., LOS ANGELES 46, CALIF.

## FREE BOOK

**ON RUPTURE CARE**  
Contains much helpful information. Shows how thousands have been helped by the comfortable, safe WEB Truss. Write today to:

WEB TRUSS CO. Dept. AM-11 HAGERSTOWN, MD.

Better Than Your Own

**SHOE STORE AT HOME**

Two-Eyoliet Hit With Cushioned Comfort

No investment, no experience needed. Just show magic cushion comfort to friends, neighbors, co-workers. Advance commissions to \$4.00 a pair, plus Cash Bonus. Paid Vacation, \$25.00 Reward Offer. Outstanding values for men, women, children. Money back guarantee. Shoe samples supplied without cost. Write TODAY for FREE new 84 page catalog and full details.

**TANNERS SHOECO. 537 BROCKTON, MASS.**

Let me show you

**HOW TO SPEAK AND WRITE LIKE A COLLEGE GRADUATE**

I have helped thousands of men and women who have not had college training in English to become effective speakers, writers, and conversationalists. With my new C. I. METHOD, you can stop making mistakes, build up your vocabulary, speed up your reading, develop writing skill, learn the "secrets" of conversation. You don't have to go back to school. Takes only 15 minutes a day at home. Costs little. 32-page booklet mailed FREE upon request. Send me a card or letter TODAY!

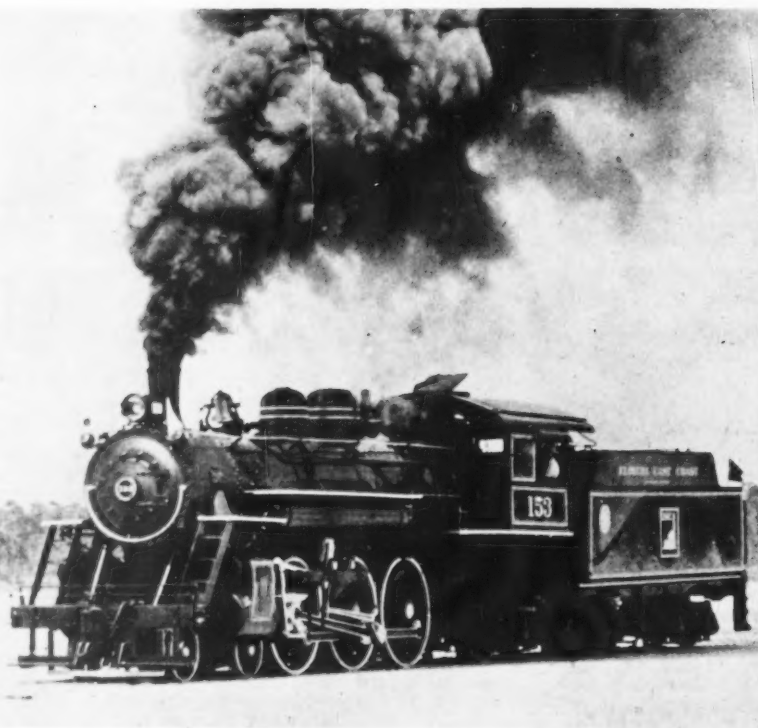
Don Bolander, Career Institute  
Dept. 1011, 25 East Jackson, Chicago 4, Illinois  
Please mail me your FREE 32-page booklet on English.

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ Zone \_\_\_\_\_ State \_\_\_\_\_

# RAILROAD HOBBY CLUB

by Sy Reich

Robert L. Beekman, 811 W. 6th St., Ft. Lauderdale, Fla.



The Florida East Coast's old 153 is still operating about nine miles south of Miami.

**D**OWN IN FLORIDA, the Miami RR. Historical Society has a locomotive, No. 153, and 3½ miles of rock-ballasted track and five sidings, located on the site of the old Richmond Air Base and connecting with the Seaboard Air Line, about 9 miles south of Miami. The 153 is spotted on University of Miami South Campus. This 4-6-2 passenger type was built by Alco in 1912 for the Florida East Coast and was used on the famous old extension to Key West.



Sy Reich

At the time the FEC bought her, the name of each hogger who had enough seniority to work the entire year was engraved on a metal plaque attached to the cab. No. 153 was assigned to Gilbert Trotten. In 1928 she handled

President Calvin Coolidge's special. After 18 years of excellent performance she left FEC, and worked for U. S. Sugar Corp. at Clewiston, Fla., until the sugar line was fully dieselized.

Then, through the efforts of Robert L. Beekman, William J. Godfrey, Jr., and Dr. Jay Pearson, president of the University, the sugar outfit donated this engine. The group thereupon formed the Society to operate her. Trackage was made available through a 50-year lease held by the University. Members cleaned and repaired the old girl and have been running her by steam since last March 17th.

The Society has no rolling stock but hopes some road will donate or sell it an outmoded car. Any steam fan over 21 is eligible to join but only if the present membership unanimously approves. Dues, \$10 a year. No initiation fee. Sponsors are members who donate \$100 or more in cash, services, or equipment, plus annual dues. Any mem-

ber or guest may operate the locomotive while a qualified engineman is in the cab.

Among the active members are four women and several railroaders. The Society functions throughout the year, especially in winter, operating its engine the first Sunday of every month and each succeeding Saturday. Bill Godfrey is president. Further information may be had from Lois C. Beekman, assistant secretary, 811 S.W. Sixth St., Ft. Lauderdale, Fla.

## STEAM POWER

**M**OVIE, *The Old C&S and Engine No. 9*, showing Colorado & Southern narrow-gauge, Denver to Leadville, in early 1930's before line was abandoned—45 minutes of authentic facts and steam sounds—available to fan clubs, schools, civic groups, etc. Write Major Helen Tatum, USMC, 1100 S. Broad St., Philadelphia 46, Pa.

Current steam power not mentioned by Mr. Jones in his Texas tour is reported by Robert Cunningham, 707 N. Main St., Jasper, Texas. There is an ex-SP 0-6-0, No. 7, working in Dallas Union Station passenger coach yards. Burlington No. 408, an FW&D light 2-8-2, is switching at Fort Worth, while No. 454, a heavy 2-8-2, is now on stand-by duty. No. 458, another heavy 2-8-2, is switching at Wichita Falls. And in Colorado some 900 Class steamers are working extra on the Burlington (C&S).

How about a list of steam-powered locomotives working today in amusement parks of the U. S. and Canada? Start with No. 400, a 4-6-4, at Fort Worth, Texas. Ohere's a diamond-stacked eight-wheeler in *Adventure Town*, a recreation of the Old West at Alexandria Bay, N. Y., in the Thousand Islands region. Come on, fans, send us additions to this list!

Last of Northern Pacific's 12 massive Z-5 Yellowstones was scrapped recently. When built, these articulateds were the world's largest. Alco built the first one in 1929, Baldwin the other eleven in 1930.

Chesapeake & Ohio has presented 2-8-2 freight-hauler No. 2727 to the Museum of Transport, St. Louis, which now has 15 steam engines on display. Alco built her in 1943.

"Stop luring steam fans into Pittsburgh area," writes Jim Edmonston, 3216 Pickwick Lane, Chevy Chase, Md. "The 20-odd Pennsy 2-10-4's stored in Pitcairn yards haven't turned a wheel

RAILROAD





San Francisco cable car No. 22, operating on schedule curtailed by the city's voters.

## I'll Send You This Handsome SAMPLE CASE - FREE



and Show You How to Make  
Up to \$30.00 in a Day  
Mail coupon for this Free Tailoring  
Sample Case packed with 100 beautiful,  
big-value suits and overcoat  
fabrics. Take orders from friends,  
fellow workers, others, for fine  
quality made-to-measure clothes.  
Pocket big cash profits in your hands.  
Because wearing our suits and over-  
coats brings more orders, we make large  
profits for you to get your own clothes without cost. No  
experience is needed. **SATISFACTION GUARANTEED.**  
SEND NO MONEY! Just fill out and mail coupon - today!  
**STONE-FIELD CORP., 532 South Throop Street  
DEPT. R-706 CHICAGO 7, ILLINOIS**

**STONE-FIELD CORP., Dept. R-706  
532 S. Throop St., Chicago 7, Ill.**

Dear Sir: I WANT A MADE-TO-MEASURE SUIT TO WEAR  
AND SHOW, without paying for it. Rush details and Sample  
Kit of actual fabrics, **ABSOLUTELY FREE.**

NAME \_\_\_\_\_ AGE \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_

## 'RULE OTHERS WITH THOUGHTS'

(Telepathy controversial; no promises. Said to be  
SECRETLY used by the few to RULE OTHERS).  
Adults. Super course—with exercises. \$3. Sat. or ref'd.  
Delmar Wisdom, 848-M3 Sunnyside, Chicago 48.

## REAL ESTATE

**PAYS BIG! SEND FOR FREE, BIG, ILLUSTRATED CATALOG NOW!** Graduates report making substantial incomes. Start and run your own business quickly. Men, women of all ages. Learn easily. Course covers Sales, Property Management, Appraising, Loans, Mortgages, and related subjects. **STUDY AT HOME** or in classrooms in leading cities. Diploma awarded. Write TODAY for free book! No obligation. Approved for World War II and Korean Veterans.

**WEAVER SCHOOL OF REAL ESTATE (Est. 1936)  
2022V Grand Kansas City 8, Mo.**

## JOBS ON SHIPS



**MEN WANTED (16-55)  
HIGH PAY. Earn while you  
Travel to foreign lands.  
Experience not required.  
Choice jobs: merchants,  
yachts, luxury liners,  
freighters, etc. Adventure!**

Write for **FREE** information.  
**WORLD-WIDE SEAMEN'S SERVICE  
Dept. J, 909 W. 42 St., New York 36, N.Y.**

### FINISH HIGH SCHOOL AT HOME

No classes to attend. Easy spare-time training covers big choice of subjects. Friendly instructors; standard texts. Full credit for previous schooling. Diploma awarded. Write now for **FREE** catalog! MC18

**WAYNE SCHOOL** Div. Utilities Inst.  
2527 Sheffield Ave., Chicago 14, Illinois

## BE A CLAIM INVESTIGATOR



**INVESTIGATE ACCIDENTS!** Many earning \$750 to \$1000 a month. Thousands of insurance companies, airlines, steamship lines and Government Offices need Claim Investigators. Also, big opportunities for your own spare time business. We train you at home. National Placement Service **FREE** of extra charge. Bill King writes: "Your course has paid off for me with large earnings. You can quote me—your Adjuster Training Course is worth many times the cost." Write TODAY for **FREE** book.

### UNIVERSAL SCHOOLS

University Park, Dept. AM-11 Box 8202, Dallas 5, Texas

## NEW MAGIC RADIO WALKIE TALKIE

### Your Own Pocket Size Radio Station!

**BROADCASTS TO ANY HOME OR CAR RADIO WITHOUT WIRES OR HOES!**  
UP! Wt. only 5 oz. Size (1 1/2" x 2 1/2" x 4 1/2")  
Built in telescoping antenna. Powerful Transistor-sensitive microphone, frequency anten., break-in switch! Runs for weeks on self-contained flashlight batteries. Durable plastic case. With this Radio Talkie you CAN TALK TO YOUR FRIENDS UP TO A BLOCK OR MORE AWAY!  
Talk up to 1 mile or more between two automobiles. **INSTANT OPERATION!** Just push buttons to talk! No license needed. Uses inductive field magnetic radiation. Useful and real fun in a million ways! **GUARANTEED TO WORK. 1 YEAR SERVICE GUARANTEE**

**SEND ONLY \$2.00** (cash, c.k. mo.) and pay postman \$9.98 COD postage or send \$11.98 for prepaid delivery. **COMPLETE READY TO OPERATE** with instructions and hundreds of ways and tricks for broadcasts thru any radio you desire. Price may go up soon, so get your **NEW POWERFUL RADIOWALK TALKIE NOW!** Available only from:

**WESTERN RADIO RWA-11 KEARNEY, NEBR.**

## Borrow \$100 to \$600 BY MAIL

Need money? No matter where you live... you can borrow BY MAIL, \$100.00 to \$600.00... this easy, quick, confidential way. No endorsers needed. Solve your money problems quickly and in complete privacy with a loan made by mail. Employer, relatives and friends will not know you're applying for a loan. Convenient monthly payments. Rush coupon for Loan Order Blank sent FREE in plain envelope. No obligation. No agent will call.



**FREE**  
LOAN ORDER  
BLANK  
in Plain Envelope

STATE FINANCE CO., Dept. T-203,  
323 Securities Bldg., Omaha 2, Nebraska  
Please rush FREE Loan Order Blank.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

STATE \_\_\_\_\_

Amount you want to borrow \$ \_\_\_\_\_

## RR COLOR SLIDES

Steam, Diesel, Electric, Old-timers and Modern.  
UP, SP, CN, NYC, PRR, NKP, B&M, CB&O, V&T,  
CP, B&O, READING, PICKENS, GLENBROOK, etc.  
Also, Color Slides of Trolley Street Cars, Stage  
Coaches, Antique Automobiles, Circus Wagons, etc.  
32-Page Illustrated Catalog and Sample Free.  
UNIVERSAL SLIDE CO.  
Box 779G Beverly Hills, Calif.

## OPEN OFFER TO PUBLIC

Claim 100 sq. feet for \$1.00 or 600  
sq. feet for \$5.00 of Uranium Mineral Rights  
in the rich mining area of San Juan County,  
Utah. Notarized Quit Claim Deed sent on  
satisfaction guaranteed basis.

### URANIUM MINERAL RIGHTS

Room 8, 319 Fremont Street  
Las Vegas, Nevada



## Amazing MAGIC TRICKS

You Can Do! FOR FUN AND PROFIT!  
Be popular! Entertain friends with  
MAGIC. Do tricks with Coins, Cards,  
Hopes, Mind-Reading, etc. All easy  
to do. 245 pages, 360 terrific magic  
effects—only \$1.00 postpaid, plus  
FREE mystifying pocket trick and Big  
Bargain Catalog of 500 astonishing  
tricks. Satisfaction Guaranteed!  
WARD THE WIZARD, Dept. A-1  
80 E. 42 St., New York 17, N. Y.

## BRAND NEW BLUE-STEEL

22 cal. Blank Cartridge German  
AUTOMATIC, Clipload 6 shot Repeater  
NO PERMIT REQUIRED

Latest model, no a chance item. Gun  
is fully automatic, has positive safety  
switch, self ejecting clip. Adjustable firing  
spring. Mated with all the care and precision  
of West Germany's finest gunsmiths. Ideal for sport-  
ing events, theatrical performances, etc. 4" long, per-  
fectly balanced. Satisfaction guaranteed. Send check  
or money order and save C.O.D. charges.



**\$795**

postpaid

BIG THREE Inc. Dept. AG

1109 Sixth Ave.,  
New York 36, N. Y.

## MAKE EXTRA MONEY

EVERY BUSINESS EVERYWHERE  
USES UNION LABEL BOOK MATCHES

No experience needed to earn big daily  
commissions. Be a direct factory repre-  
sentative of the world's largest exclu-  
sive UNION LABEL Book Match manu-  
facturer. Prospects everywhere. Feature  
Glamour Girls, Hillbillies, scenes and  
dozens of other styles—Double Books—  
Jumbo Books—nearly 100 color combina-  
tions. Now, bigger portfolio makes this  
fastest selling line a real profit maker  
for you. Write TODAY for full details.



### SUPERIOR MATCH CO.

Dept. L 1157, 7528 S. Greenwood Ave., Chicago 19, Ill.

## Be an INVESTIGATOR



### RECOGNIZED & APPROVED SCHOOL OF INVESTIGATION

Learn a profitable and interesting pro-  
fession while earning at home in your spare time.  
Prepare for a career in public or private investiga-  
tion work with an accredited school through our  
home study program. Write for free prospectus.  
You must state your age.

### NATIONAL DETECTIVE ACADEMY

535 EAST FOURTH STREET  
SCOTTSDALE, ARIZONA

this year. The only steam locos operat-  
ing in the area are three switchers at  
Duquesne Slag Co. and two fireless  
0-8-0's at the Mesta Machine Co., none  
of which is very photogenic.

"Pennsy steam power is operating at  
Enola and Cumberland, Pa., and Cam-  
den and South Amboy, N. J.; and B&O  
steam in W. Va. at Benwood Jct., Graf-  
ton, Fairmont, and Parkersburg, and in  
Ohio at Cincinnati, Holloway, Cam-  
bridge, Zanesville, Newark, and Chilli-  
cothe."

Photo on page 14 was taken in De-  
troit from Ambassador bridge over-  
looking Pere Marquette (now C&O)  
roundhouse back in the days when PM  
used steam power.

## PENNSY FANTRIP

OCT. 20, sponsored by Washington  
Chapter NRHS to Northumber-  
land, Pa., Pennsy rail museum—a sec-  
tion of operating engine terminal set  
apart for storage of inactivated locos  
and cars.

Schedule calls for ride over an elec-  
trified freight-only branch, 1½-hour  
stop at Northumberland, plus hour stops  
at the Safe Harbor Hydro-electric De-  
velopment (near Conestoga) and Erla,  
the nation's biggest freight yard, reached  
by crossing the world's longest stone  
arch bridge.

Leave Washington 8:05 a.m., Balti-  
more 8:45 a.m., EDT. Nine air-con-  
ditioned coaches, specially-equipped bag-  
gage car, refreshment car, and open-  
platform obs. car with 31 reserved seats,  
drawing-room for 5. Coach fare from  
Washington \$9, children \$4.50. For  
other fares, etc., write NRHS Trip Com-  
mittee, P.O. Box 487, Washington 4,  
D. C.

## RAILROAD ARTIST

IF YOU ever see a small female figure  
in blue jeans and a white engineer's  
cap squatted along the right-of-way or  
in a yard, painting  
a railroad scene, she  
is probably Eliza-  
beth Tone, the only  
girl we know of  
who takes railroad  
art seriously. Eliza-  
beth comes from a  
railfaring family on  
both sides. Her par-  
ents, both grandfa-  
thers, and an uncle  
were New Haven  
employees.

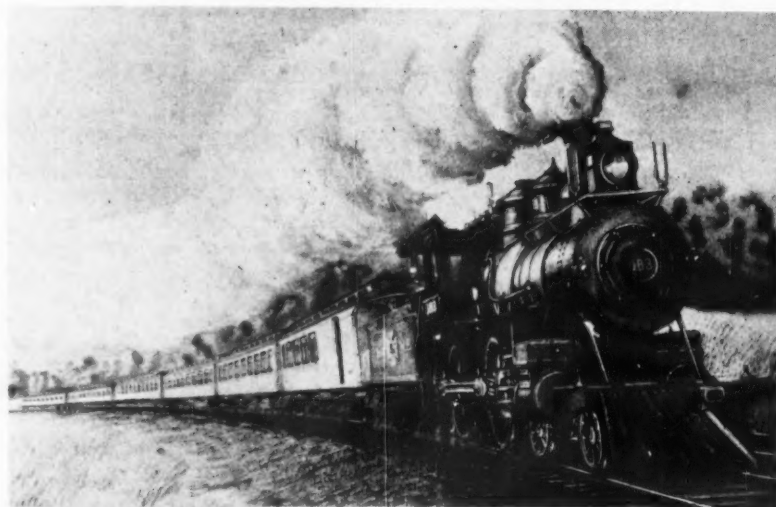


Elizabeth Tone

"When Dad was courting Mom," she  
told us, "and their families met for the  
first time, the two fathers exclaimed in  
unison, 'I know you!' It turned out that  
both had worked in the same engine-  
house for years.

"Naturally, with such a background,  
the railroad bug bit me at a tender  
age. Early one morning, while I was  
out walking with Dad, a New Haven  
freight train roared out of the Cedar  
Hill yard and onto the eastbound main.  
A 2-8-4 thundered across the overpass  
above us, fighting to get a roll on the  
100-odd cars she was hauling, and a  
tower of smoke at the rear marked a  
helper engine. That did it. Thereafter  
I would ride my bike down to the rail-  
road at least once a week to hang over  
fences and bridges, sketching.

"Later, we moved to Boston. I en-  
rolled in an art school there and con-  
centrated on the Boston & Albany



New York & New England 183 pulling "white train" (painted by Elizabeth Tone).

RAILROAD

Railroad. After school I would wait near Beacon Park Yard and watch the light engines backing into the city to get their trains for the commuter rush. It was a fine place to sketch iron horses and get to know some of their crews.

"One day a young fireman gave me a ride in the cab of No. 583, a stoker-fired Pacific type, Class K-14g. I sat behind him on the seatbox as we headed out the four-track main, stopping at every station en route, and he gave me a lesson in stoker-firing. At Riverside we pulled into the yard, took on water, sat for about half an hour, and then backed down to the station again. After that we rolled along the Highland branch, an unforgettable experience, and all too soon arrived at journey's end.

"Then I began to sketch in the yard. One day I painted Tower F, the arm-strong tower that controlled the east end. Next the coal pocket, the sandhouse, and so on. At first the railroad men would watch me with surprised disbelief but eventually would offer to help. The general foreman of the enginehouse said: 'When the weather gets too cold for you to work outside, come indoors and we'll fix it up so you can sketch some of the engines.'"

And that's how Elizabeth started painting railroad pictures. It wasn't long before she became a professional artist, doing work for Boston & Maine newspaper ads, billboards, etc. In time she learned to draw such intricate mechanisms as valve gear and even diesel running gear.

"Once," she says, "I painted a B&M Mogul and showed a few wisps of steam streaking back from the cylinders to give the effect of motion. Ollie Lewis, B&M roundhouse foreman, looked at the picture and bellowed: 'My cylinder packin' leakin'? Never!' That was the last time I added extraneous steam."

The search for realism reminds us of another artist, Rosa Bonheur, whose greatest painting, *The Horse Fair*, is hung in New York's Metropolitan Museum of Art. There is a story behind that masterpiece. In her day (1822-'99) the training and sale of horses was regarded as work for men only, but Rosa disguised herself as a man in order to get behind the scenes at a horse fair without attracting attention. As a result, she painted the canvas that made her world-famous.

Coming back to Elizabeth Tone, this pert young lady is now free-lancing.

She specializes in railroads, trolleys, and other industrial subjects. As a side line she makes and sells locomotive and interurban Christmas cards. Her 1957 cards feature B&M engine 934 (4-4-0), New York & New England 167 (4-4-0), B&A 254 (4-4-0), Maine Central 376 (4-6-0), and Lehigh Valley Transit car 812, a high-speed interurban. A sample and price information will be sent to anyone addressing her at 55 Vandam St., New York City, if you enclose a self-addressed stamped envelope.

## RAILROADIANA

**I**TEMS in this section are printed free, in good faith, but without guarantee. Write plainly. Word limit 28, except entries dealing with back numbers of our magazine. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York 17, N. Y.

Use abbreviations. For example, *tts.* (public timetables) and *emp, tts.* (employees' operating timetables).

If you wish to be listed as desiring pen pals you must state which phases of railroading interest you the most and with whom you want to correspond.

## SWITCH LIST

**JIM ADY**, 130 S. 5th St. E., Apt. 302, Salt Lake City, Utah, buys emp. *tts.*, *tts.*, adv. pamphlets of Western rrs. and steamship lines prior to '35.

**C. T. ANDREWS**, 1502 Lehigh St., Easton, Pa., sells rr. station pix. List for 3c stamp.

**JOHN AARDEMA**, 114 16th Ave., Paterson, N. J., wants pix McKen cars, esp. Erie 4001 and small rds., also interstate locos.

**DICK BALTULIS**, Box 367, Waltham, Mass., writing Mass. Cent. history, will buy or borrow pix, etc., of that rd.

**EDW. BAUMGARDNER**, 26 West End Ave., Oneonta, N. Y., will buy Woodstock Ry. *tts.*, *tts.*, passes, posters, reports, etc.

**LEROY BEAUJAN**, Canaan, Conn., will sell 3 1/2'x2' wooden framed builder's photo Rogers 4-4-0 No. 3525, or trade for any CNE items.

**G. H. BERRY**, 2120 E. 40 Ave., Vancouver, B. C., Canada, wants plans and specs for Pennsy Atlantic type 7002 to build model.

**ELMER BRASWELL**, 1581 Melrose Dr., Atlanta, Ga., sells elec. pix Ga. Power, PE, Havana, 3 x 4, 20c ea.

**RON BRAZIL**, Perryville, Ark., sells rr. pix and literature. List of line interested in for 3c stamp.

**HARRY BRITZINS**, 6135 SW Kelly Ave., Portland, Ore., wants Equip. Register '20 and '39, good cond.

**W. BROSCART**, 13 E. Moore St., Hicksville, N. Y., sells pix of elec. lines, buses, ferries, steamships, 1940 to date, 10c ea. Also sells color slides.

**F. A. BROOTHEN**, 1626 4th St. N., Fargo, N. Dak., will sell *tts.*, pix, back issues rr. magazines. List free.

**R. BUCKHOUT**, 851 Springfield Ave., Summit, N. J., will sell these Railroad Magazines, best offer for lot: all '31 exc. Apr., June, July, Dec.; Dec. '42, Sept. '46, Nov. '52; all good cond. Also Apr. '31, Aug. '42, Aug. '44, slightly clipped.

**GEO. CAMPBELL**, 416 S. Jenison, Lansing, Mich., will trade pix, info. on Mich. United-Mich. Ry. interurban line.



## ARE YOU BALD? or LOSING HAIR

Today you have new hope for hair regrowth for it has been proved that, even though you are bald, the hair roots may still be alive to produce new hairs. Thousands have accomplished this with the amazing Brandenfels System. See "before" and "after" pictures at left! Write now for full FREE information!

**Carl Brandenfels**  
Box 7AA1 St. Helens, Oregon

### IMPORTANT NOTICE TO SUBSCRIBERS

If you are going to move, please advise us at least 6 weeks in advance, giving the old address as well as the new with postal-zone number if any. Please enclose, if possible, the address stencil imprint from the last issue received.

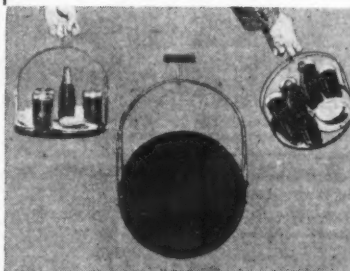
### POPULAR PUBLICATIONS INC.

Subscription Department  
205 E. 42nd St., New York 17, N. Y.

the amazing

## SPIL-PRUF TRAY

is your answer!



Now at last, the perfect tray!

\*Liquids won't spill

\*Carried with one hand

\*Practical and Decorative

If you have a gift problem, the Spil-Pruf tray is the happy answer for both men and women. (You'll never part with it once you've seen it so we suggest you order an extra one for yourself!) It is ideal for the amateur bartender and every hostess will recognize its endless virtues. No more spilling on rugs or floors even if you swing and sway it. One hand is always free to open doors or to carry other things. When it is not in use it folds up and can be used as a wall decoration or stored compactly away. Can be used for glasses, cups, mugs, deep dishes, etc. Has brass wire frame, cork liner; in black or red, \$4.50; in copper, \$5.75. Add 25 cents for postage, 50 cents west of the Mississippi. Sorry, no COD's.

### QUALITY BAZAAR, Box 683

Grand Central Station, N. Y. 17

Please send me ..... Enclosed

\$.....in full payment, including postage.

NAME.....

ADDRESS.....

CITY.....ZONE.....STATE.....

## REGAIN YOUR YOUTHFUL ATHLETIC APPEARANCE



**ANATORE Instantly Controls Bay Window Relieves Backache Miseries**

Over 250,000 men are now wearing the amazing Anatore Health Belt. Your bay-window immediately "pulled-in" by medically approved Anatore. Scientifically designed to instantly control your spare tire, improve posture, so you regain eye-catching, youthful physique. Doctors have told their patients to wear Anatore, because it gives the firm support and control needed, in many cases, to relieve backache miseries. Made of finest elasticized fabrics. Wear it in complete comfort. Stays in place. Adjustable, perfect fit.



Waist sizes: 26 through 30

**\$4.98**  
Only

**MAIL TODAY** 10 Day Unconditional Money Back Guarantee

**MAGIC-MOLD** Inc., A-28L  
467 Livonia Ave., B'klyn 7, N. Y.  
Rush me an 10 days' FREE TRIAL on ANATORE BELT. I will pay postman \$4.98 (plus postage). If not completely satisfied, I may return the ANATORE for full refund of purchase price. My waist measure is \_\_\_\_\_ inches.  
Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ Zone \_\_\_\_\_ State \_\_\_\_\_  
☐ Save money. Enclose money now and we pay postage. Some money-back guarantee.

**75 POWER TELESCOPE \$3.98**

New 8 in one telescopes, 3 variable 25X-45X 75X magnification. Brass bound, 25 power for ultra bright images 45 & 75 power for long range. Guaranteed to bring distant stars, moons, objects, sports 75 times closer.



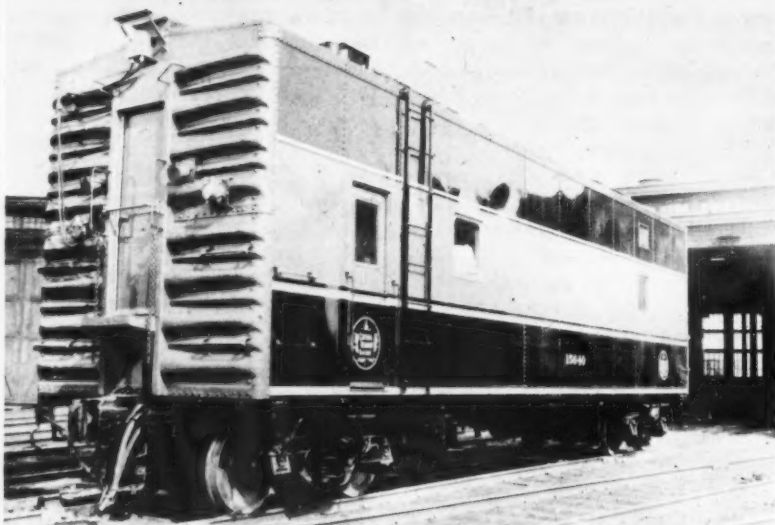
Most powerful scope sold anywhere near this amazing low price. American made, 8 sections. Opens 36" closes 1 ft; contains 4 ground & polished lenses. Also powerful compound microscope. Directions included. Mass production enables us to offer telescopes at \$3.98 post-paid complete money back guarantee. Get yours now. CRITERION CO. 331 Church St. Dept. EAB-30 Hartford 1, Conn.

**"I'M MAKING MORE THAN \$1000 a Month"**



**HAVEN'T TOUCHED BOTTOM YET!**  
—reports Charles Kama, Texas, one of many who are "cleaning up" with orders for PRESTO, Science's New Midget Miracle Fire Extinguisher. See you TODAY!  
Amazing new kind of fire extinguisher. Tiny "Presto" does job of bulky extinguishers that cost 4 times as much, are 8 times as heavy. Ends fire fast as 2 seconds. Never corrodes. Guaranteed for 20 years! Over 2 million sold! Sells for only \$4.98.  
Show it to civil defense workers, owners of homes, cars, boats, farms, etc., and to stores for re-sale—make good income. H. J. Kerr reports \$20 a day. Wm. Wydaliss \$15.20 an hour. FREE Sales Kit. No obligation.

**MERLITE INDUSTRIES, Dept. P-238**  
PRESTO DIV., 114 East 32 St., New York 16, N.Y.  
Canadian Mops Co., Ltd., 371 D'Arcy St., Montreal 1, P.Q.



The Central Vermont has "steam"—this is, a new generator car, the only one in New England, which supplies auxiliary steam heat to diesel-hauled passenger trains.

Mrs. AL CHAMBERLAIN, 332 W. 79 St., Seattle, Wash., sells pix West Coast logging rds., covered bridges, stations, lighthouse, back issues rr. magazines.

DAVE CHAMBERLAIN (age 17), 415 E. Vine, Union City, Tenn., wants pix, NKP, GM&O, IC steam. Wants railfan pen pal 17 or over.

LOUIS CHAMPEAN, 31 5 St., Bridgeport, Conn., wants Conn. Co. roster and pix.

RUSS CHRISTENSEN, 157 Manor Pkwy., Rochester, N. Y., wants Trains album 17; also pix PRR steam, diesels, elec.

H. CLAUSEN, 5007 4 Ave., Brooklyn, N. Y., will trade NY&OW emp. ft. dated 1914 for NYO&W H. and emp. ft. 1930-35.

CECIL COOK, 3100 E. Ohio, Des Moines, Iowa, will sell size 616 and 120 negs. of Ark., Mo. steam power or trade for short-line steam.

BOB COOKSON, RFD 1, Newtown, Conn., wants Dec. '29, Jan. '30 Railroad Magazine; has back issues to sell or swap.

OWEN DAVIES, 1214 LaSalle St., Chicago, Ill., sells railbooks, magz., other railroadiana. Big list free to anyone specifying his interests.

TOM DE FAZIO, 2731 S. 12 St., Philadelphia, Pa., will trade original steam color slides. Details for 3c stamp.

DON DIETRICH, 3427 N. 24 Pl., Milwaukee, Wis., will sell emp. ft.s., annual reports. List for 3c stamp.

RAY GABRIEL, 90 Edgemont Rd., E. Braintree, Mass., will buy negs and pix RGS "galloping geese," frt. and passenger cars.

M. P. GARNEY, 1031 N. Penn. Indianapolis, Ind., offers 3000 annual rr. passes 1866-1920, 17c to \$3.50 ea.

JERRY GAYDEK, 9300 Grandville, Detroit, Mich., will trade size 616 pix of CPR 2-8-0 for any size pix of other steam locos.

DON GESTEFELD, 3 Coming St., Charleston, S. C., will sell pix Charleston Union Sta., last SAL tr. to Savannah, last pass. fr. to serve Charleston. Wants pix of Sou. Ry. No. 23.

BILL GIOLMA, 378 Royalmore Ave., Richmond, B. C., Canada, trades and sells size 616 negs., pix steam, diesel, elec. Answers all mail.

CHAS GOETHE, 1108 SE 7 St., Ft. Lauderdale, Fla., will sell 8 x 10 trolley and interurban pix 30c ea. plus postage while they last.

ALAN HANSIS, 4440 S. 35 St., Milwaukee, Wis., wants color slides, pix, negs., movies of Milw. Elec. city and interurban lines; also jukebox publications.

BILL HELMER, Agricultural and Technical Institute, Morrisville, N. Y., will buy or borrow anything on NYO&W, Incl. reminiscences, for research.

WM. HOFFMAN II, 326 S. East Ave., Baltimore, Md., sells 4x5 pix B&O, Pannys, N&W, others. List for 3c stamp.

AL HORNSTEIN, 1107 B 9 St., Far Rockaway, N. Y., wants to correspond with agent or info. clerk GCT New York.

RAY JENSEN, 11426 N.E. Shaver St., Portland, Ore., will sell Railroad Magazine '33-'57, all good cond.

R. W. JENNINGS, 13 Cliff Ave., Scituate, Mass., sells 35mm negs of NTA, B&M, NYC, NH, ISC ea. on approval.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N. Y., sells back issues Railroad Magazine, Trains, other magz. Lists for stamped env.

SHELDEN KING, R. D. 3 (Mages), Waterloo, N. Y., sells 24 page booklet Trolley Pictures of Finger Lakes Region, 60c postpaid.

PETE KORN, 3572 Dekalb Ave., Bronx, N. Y., sells back issues Railroad Magazine, Trains, others. Wants pen pals interested in signalling and elec. rrs.

C. KOWAL, 2743 W. 55 St., Chicago, Ill., will trade obsolete South Mt. RR bond of 1878 for reprint copy of Mod. R'er vol. 1, or sell, \$3.50.

Mrs. MAUDE LANDER, 115 Story St., Boone, Iowa, will sell photo eqpm't. cheap, due to death of husband. Details for 3c stamp.

ELVIN LIQUE, 917 N. 3 Ave., Wausau, Wis., sells p.c. size pix steam, diesels, frt.s., emp. ft.s.

JOHN MACLEAN, 542 Cranbrook Ave., Toronto, Canada, sells 35mm color slides U. S., Canadian, Australian, British, Irish, Japanese, Swiss rrs. 35c ea. List and sample 35c.

M. D. MEYER, 238 W. Water St., Brillion, Wis., sells pix elec lines 10 for \$1.

AL MILLER, 1836 Gardena Ave., Glendale, Calif., sells pix SP, UP, PRR, B&O, AT&SF, D&RGW, steam and diesel. Sample, list 50c.

WARREN MILLER, 336 Marlow Dr., Oakland, Calif., will buy 25 or more steam negs., all rrs. Write first.

J. MURRAY, 33-R Winthrop St., Rehoboth, Mass., will sell compl. amuse.-park-size steam train, track. Pix, details \$1 (refundable).

JIM MURRAY, 31 Mt. Pleasant Ave., Belleville, N. J., sells boxcar-shaped mailboxes, \$10. ea. Write first.

W. C. MORNINGSTAR, 80 N. Liberty St., Delaware, O., will buy new wooden adv. pencils of rrs. and Trolley lines. Quote prices.

ANDY PATRICK 3541 E. 133 St., Cleveland, O., sells steam ptx B&O, NKP, CV, or trade for steam negs. pref. eastern rrs.

O. G. PECTAL, 281 Beckley Rd., Berlin, Conn., will sell p.c. size ptx, tks, tkts., passes of Housatonic RR, NH, other NE rrs. Send for list.

RALPH PHILLIPS, 17 Eden St., Salem, Mass., will buy original steam color slides Santa Fe, NYC, C&O, New Eng. rrs.

ROBT. PESSEK, Box 137, RR 2, Hutchinson, Minn., will buy GN steam ptx and negs., also Aug. '43 Railroad Magazine, good cond.

T. E. PUGLIS, 20 W. 8 Ave., Gloversville, N. Y., wants ptx and info. trolley lines around Albany, Schenectady, Troy, N. Y.

HARRY QUICK, 420-A, Riverside Dr., Cranford, N. J., needs some Railroad Magazine since '36 to complete ls. Offers in trade 70 dupl. issues, good cond. What have you? Answers all mail.

JOE SAIITA, 114-40 209 St., Cambria Hts., N. Y., wants size 116 ptx PCC cars DCT, El Paso, NYCTA, LATL, PE, San Diego, BTC, etc. Send on approval.

JOE SCHNIEDER, 2701 Valentine Ave., New York, N. Y., wants NYCTA schedules, general orders, roll signs, ptx, plans, etc.

KEN SCHRAM, 122 Pennsylvania, Leslie, Mich., will sell to highest bidder Poor's book Denver, South Park & Pacific. Minimum bid \$50.

DAVE SHAYER, 432 Lawrence Rd., Havertown, Pa., wants ptx LVT, P&W, PST, trolleys; LVT roll signs.

JON SINKULS, age 12, 1802 E. 3rd St., Mishawaka, Ind., wants to correspond with Interurban or diesel engineman.

H. K. VOLLRATH (L&A train disp.), 2524 Meriwether Rd., Shreveport, La., selling 10,000 size 616 and p.c. loco ptx, US rds. some foreign. List and sample lsc.

JOHN WEIGHTMAN, Box 696, Sacramento, Calif., will make copy negs. size 124 from any size rr. ptx, \$1 ea.

OTTO WEISS, 32-52 34 St., Long Island City, N. Y., Wants ptx Lehigh Traction cars in Hazelton; also mining rrs.

GARY WILSON, 353 Penn St., Pasadena, Calif., sells 11 p.c. size steam ptx for \$1.

WALT ZULLIG, 475 Oak Ave., Maywood, N. J., wants ptx NYS&W.

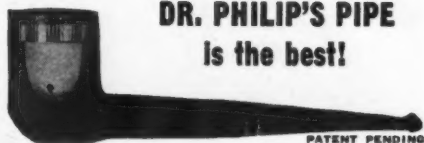
## MODEL TRADING POST

**H.** AUSTIN, 248 Hutchinson Blvd., Mt. Vernon, N. Y., will sell tinplate, semi-scale items, negs., cats. List for 3c stamp.

## THE PIPE SMOKER'S DREAM COME TRUE

*Every Pipeful Proves...*

- NO BREAKING IN!
- READY-MADE CAKE!
- DOUBLE COOLING ACTION!
- CANNOT BURN THROUGH!
- FEATHER-WEIGHT!
- FLAT BASE, WILL NOT TIP!
- FINEST QUALITY IMPORTED BRIARI
- INTERCHANGEABLE CERAMIC FILTER BOWLS!



**DR. PHILIP'S PIPE**  
is the best!

The ideal pipe for the **STEADY SMOKER** and especially the **NEW SMOKER**. Smokes dryer, cooler, cleaner. Ceramic bowls are interchangeable. Each pipe comes with **FOUR** extra bowls!

**SHORT SMOKE MODEL ONLY \$4.50**  
**LONG SMOKE MODEL ONLY 5.50**  
(Both come with four extra bowls)

If not satisfied that this is the most amazing pipe you have ever owned, return within ten days and your money will be refunded!

### QUALITY BAZAAR

Box 683 Grand Central Station, New York 17, N. Y.

Please send me postpaid ..... Dr. Philip's pipe(s). I enclose \$..... to cover the cost of the pipe I have checked below.

- ☐ **SHORT SMOKE MODEL plus 4 EXTRA BOWLS @ \$4.50**  
☐ **LONG SMOKE MODEL plus 4 EXTRA BOWLS @ \$5.50**

NAME .....

ADDRESS .....

CITY.....ZONE.....STATE.....

(Sorry, no C.O.D.'s)

LEO BROADSTREET, 526 W. Missouri St., El Paso, Tex., has AF operating boxcar, magnet crane, oil well, to sell or swap for non-op. AF pass. cars, depot, etc.

RUSS CHRISTENSEN, 157 Manor Pkwy., Rochester, N. Y., will trade unused Lionel eqpm. for HO diesels.

WM. OLES, 833 W. College Ave., State College, Pa., will buy Lionel 2600 pass. car and high 1/4-in. steel rail.

O. A. PARRIS, 1019 13 St., Bremerton, Wash., will buy or trade OO gage 4-6-2 kit, brass auto cars

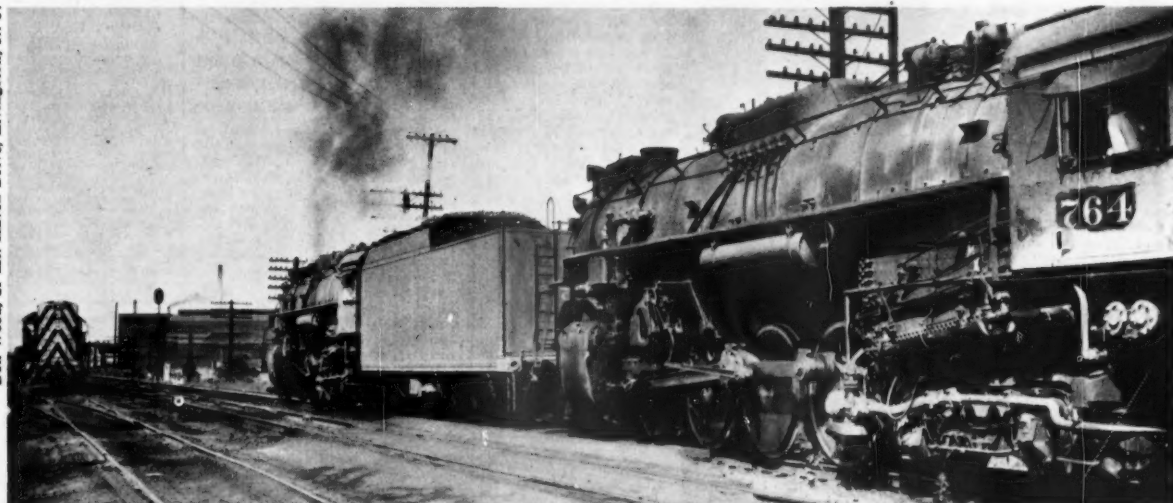
or Nason aluminum boxcars, Pennsy M-la cast bronze boiler.

TOM WELLING, 7 Langton Rd., Headstone Harrow, Middx., London, England, will trade HO, OO gage eqpm.

KENDALL WILKES, 430 Baltimore Ave., Radford, Va., will sell Marx 999 loco, frt. tr., extra trk., compl., good cond., \$10. Answers all mail.

BOB WAGNER, 209 E. 66 St., New York, N. Y., will buy rr. paperweights esp. NYC steamlined Hudson or UP Challenger.

Don Wood, 29 Mt. Haven Drive, Livingston, N. J.



Nickel Plate train doubleheaded by Berkshires 747 and 764 at Fostoria, Ohio. "Zebra" at the left is an NKP yard engine.

# Are You Giving Your Wife The Companionship She Craves?



EACH DAILY C. F. CAPSULE CONTAINS:			
Choline Bitartrate	31.4 mg.	Vitamin B <sub>2</sub>	2.5 mg.
Inositol	15 mg.	Vitamin B <sub>6</sub>	0.5 mg.
di-Methionine	10 mg.	Niacin Amide	1 mg.
Vitamin A	12,500 USP Units	Calcium	40 mg.
Vitamin D	1,000 USP Units	Pantothenate	4 mg.
Vitamin E	75 mg.	Vitamin E	3 I.U.
Vitamin C	5 mg.	Folic Acid	0.5 mg.
Vitamin B <sub>1</sub>	5 mg.	Calcium	75 mg.
		Phosphorus	58 mg.
		Iron	30 mg.
		Cobalt	0.04 mg.
		Copper	0.45 mg.
		Manganese	0.5 mg.
		Molybdenum	0.1 mg.
		Iodine	0.075 mg.
		Potassium	2 mg.
		Zinc	0.5 mg.
		Magnesium	3 mg.

COMPARE THIS FORMULA WITH ANY OTHER!

Help yourself  
or someone  
you love  
to new health  
and happiness!

Mail Coupon Now

Retail  
Value  
\$5.00

VITASAFE CORP. 2-2  
43 West 61st Street, New York 23, N. Y.  
Yes, I accept your generous no-risk offer under the Vitasafe Plan as advertised in...  
Send me my FREE 30-day supply of high-potency Vitasafe Capsules.  
I ENCLOSE 25¢ for packing and postage.  
Name.....  
Address.....  
City..... Zone..... State.....  
This offer is limited to those who have never before taken advantage of this generous trial.  
Only one trial supply per family.  
IN CANADA: 223 Church St., Toronto 2, Ont.  
Canadian Formula adjusted to local conditions.



Safe Nutritional Formula Containing 25 Proven Ingredients: Choline, Inositol, Methionine, 11 Vitamins (Including Blood-Building B-12 and Folic Acid) Plus 11 Minerals.



you may feel after a few days' trial! Just one of these capsules each day supplies your body with over twice the minimum adult daily requirements of Vitamins A, C and D... five times the minimum adult daily requirement of Vitamin B-1 and the full concentration recommended by the National Research Council for the other four important vitamins! Each capsule contains the amazing Vitamin B-12—one of the most remarkably potent nutrients science has yet discovered—a vitamin that actually helps strengthen your blood and nourish your body organs.

#### POTENCY AND PURITY GUARANTEED

There is no mystery to vitamin potency. As you probably know, the U.S. Government strictly controls each vitamin manufacturer and requires the exact quantity of each vitamin and mineral to be clearly stated on the label. This means that the purity of each ingredient, and the sanitary conditions of manufacture are carefully controlled for your protection! And it means that when you use VITASAFE C.F. CAPSULES you can be sure you're getting exactly what the label states... and that you're getting pure ingredients whose beneficial effects have been proven time and time again!

WHY WE WANT YOU TO TRY  
A 30-DAY SUPPLY—FREE!

We offer you this 30-day free trial of valuable VITASAFE C.F. CAPSULES for just

YOU may be giving your wife all the love and care you are able to. You may have given her a good home, security, many of the conveniences all women yearn for. But is she completely satisfied? Are you giving her what she most expected on the day that you married her? Are you giving her the full companionship of the man she loves?

Or are you always "too tired" at the end of a day's work? Do you come home from work with only the "left-overs" of your vitality for your wife and family? Is time catching up with you too fast... at work, at play?

If so, your condition may simply be due to a common vitamin and mineral deficiency in your diet. Yes, you may be well-fed, but poorly nourished. The food you eat may just not contain the necessary amounts of vitamins and minerals to keep you healthy and vigorous. You owe it to yourself to find out whether a food supplement such as VITASAFE capsules can restore the youthful feeling you'd like to have. And you can find out at absolutely no cost by taking advantage of this sensational free offer!

## FREE 30 DAYS SUPPLY HIGH POTENCY CAPSULES

LIPOTROPIC FACTORS, MINERALS and VITAMINS

You pay only 25¢ to help cover postage and shipping expense to anywhere in the U. S. A.

one reason. So many persons have already tried them with such astounding results... so many people have written in telling us how much better they felt after only a short trial... that we are absolutely convinced that you, too, may experience the same feeling of health and well-being after a similar trial. In fact, we're so convinced that we're willing to back up our convictions with our own money. You don't spend a penny for the vitamins! All the cost and all the risk are ours. A month's supply of similar vitamin capsules would ordinarily cost \$5.00 retail.

AMAZING PLAN CUTS  
VITAMIN PRICES  
ALMOST IN HALF!

With your free vitamins you will also receive complete details regarding the benefits of an amazing new plan that provides you regularly with all the vitamins and minerals you will need.

This Plan actually enables you to receive a 30-day supply of vitamins every month regularly, safely and factory fresh for exactly \$2.75—or 45% lower than the usual retail price. BUT YOU DO NOT HAVE TO DECIDE NOW—you are under no obligation to buy anything from us whatsoever. To get your free 30-day supply and learn all about the benefits of this amazing new Plan, be sure to send us the coupon today—the supply is limited.

#### HOW THE VITASAFE PLAN OPERATES TO SAVE YOU MONEY

When you receive your free 30-day supply of vitamins you are under no obligation to buy anything. With your vitamins you will also receive a handy postcard. If after taking your free Vitasafe capsules for three weeks you are not satisfied in every way, simply return the postcard and that will end the matter. Otherwise, it's up to us—you don't have to do a thing—and we will see that you get your monthly supplies of vitamins on time for as long as you wish, at the low, money-saving price of only \$2.75 per month.



©1957 VITASAFE CORP., 43 West 61st St., New York 23, N.Y.

RAILROAD

# We'll send YOU a Money-Making "Shoe Store" Business FREE!

**Just 8 easy orders a day  
bring you up to \$960 a month!**

**RUSH COUPON FOR FREE BUSINESS OUTFIT!**

Here's a business for you that will be as much fun as it is profitable... and you don't have to invest one cent...ever! We've helped thousands of men succeed in this unique business...and we'd like to do it for **you**, too. Just 2 orders a day from friends, neighbors, relatives, in "off hours" earns you \$168 EXTRA a month! James Kelly of Ohio took so many orders for these Nationally-Advertised shoes that he made \$93.55 in just ONE evening! Fred Mapes of California regularly makes \$5 to \$10 every hour he devotes to his Mason Shoe business! There is no limit on what you can earn!

It's **easy** with our way of selling shoes. We set you up in a complete "shoe store" business you can run from your home. We carry the stock and ship the shoes. All you do is show the styles to your family, friends, people where you work, etc....and take orders. You have a profitable business with no rent, light bill, clerk hire or other costs to worry you. **You keep 100% of your profit!**

## Here's why you'll make money!

- You offer 170 comfortable fast-selling styles...far more than a store!
- You have an amazing range of sizes (2½ to 14) and widths (AAAA to EEEE). Even hard-to-fit people can buy from you!
- Because we carry over 200,000 pairs in stock, your customers get **exactly** what they want...no misfits or substitutions!
- You feature exclusive Velvet-eez shoes with foamy-soft **air-cushion innersoles** that let you "walk on air." Built for supreme comfort, Mason shoes also feature built-in strong steel shanks, Air-Cushion longitudinal support, Nylon stitching. Advertised in Esquire, Good Housekeeping and on TV, they'll be available **only** from **you**—not sold in stores!
- You save your customers money, and the time they would waste "shopping around" shoe stores.

## Take Orders For Over 170 Dress-Sport-Work Shoe Styles!



**30 kinds of work shoes!**  
A style for every trade!  
Special Neoprene, Cork,  
Cushion soles, heels...ven-  
tilated work shoes...even  
Safety Toe Shoes!

**Smart dress, sport styles!**  
The last word in styling!  
Many fine, unusual leathers.  
Cool Nylon Mesh styles,  
moccasins, 2-tones and  
Cush-N-Crepe soled shoes!

**70 Styles for Women!**  
Satisfy almost every taste!  
Many comfort features.  
Low - heeled, high - heeled,  
casuals, service shoes, lat-  
est styles!

**No wonder you'll have the biggest and best "shoe store" business in town!**

**MASON SHOE MFG. CO.**  
Since 1904 Dept. 693 Chippewa Falls, Wisconsin



## You'll get a Starting Kit **FREE!**

As soon as we receive the coupon below we'll send you a complete Business Outfit **FREE and postpaid!** It features the entire Mason Col-lection in full color; contains 10-second Air Cushion demonstrator, valuable Booklet chock full of how-to-make-money hints, special Measuring Board, advertising reprints...every-thing else you need to start making cash prof-its from the first hour! We'll also show you how to earn monthly **Bonus Checks** and win costly prizes **Free!**

## Mason Shoes will be available **ONLY from You!**

Because Mason Shoes are not sold in stores, you get **repeat** orders from delighted custom-ers almost automatically! Steady cash profits every month! Since everyone you know wears shoes...**EVERYBODY IS A PROSPECT!** No wonder this is the perfect "off-hours" busi-ness: a quality product everybody needs... backed by the famous Good Housekeeping Guarantee Seal...one you can take orders for 12 months of the year. Want to see how much money **you** can make? For a 2¢ postcard you can try it **NOW**...start your exciting busi-ness **right away!**

## RUSH THIS STAMP FOR YOUR **FREE BUSINESS OUTFIT!**

Mr. Ned Mason, Vice President  
Mason Shoe Mfg. Co., Dept. 693  
Chippewa Falls, Wisconsin

Yes, I'd like to give myself a \$168 a month raise! Please set me up as your man in my community by rushing my Complete Starting Shoe Business Outfit **FREE** and postpaid so I can start making extra money from my first hour!

Name \_\_\_\_\_

Address \_\_\_\_\_

Town \_\_\_\_\_ State \_\_\_\_\_

# AMAZING OFFER

TO READERS  
OF THIS  
MAGAZINE

ENJOY THE COLLECTED WORKS OF

## Zane Grey

IN ONE MATCHED LIBRARY SERIES

*The New "Golden West Deluxe Edition"*

Bound in handsome buckram and cloth, in glowing shades of red, tan, blue. Stamped in genuine gold. Luxurious volumes you will be proud to display!

*Now Ready!*

YOUR FIRST VOLUME

### CAPTIVES of the DESERT

PACKED WITH GUN-FLAMING ACTION!

"AN, you are crazy . . . ridin' after them thievin' varmints without a gun," the cowboy known as High-Lo told his partner, John Curry.

Suddenly Curry and High-Lo stopped in their tracks. There, on the steep slopes of Devil's Canyon, were the two men Curry had sworn to run out of the territory! A voice broke the silence. "Ride one step closer and you'll feel hot lead!"

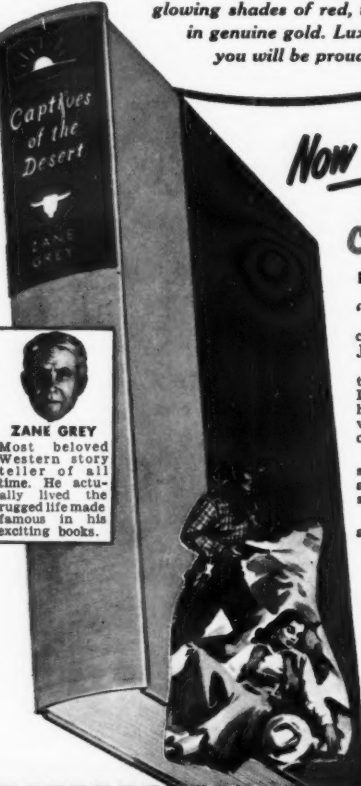
"I ain't turning back until I get some straight answers!" Curry warned. The only answer was two gleaming six-shooters, a spurt of fire, and . . .

Thus begins the pounding climax of this action-crammed story!



Really Luxurious Books!

These magnificent books are bound in handsome buckram and cloth, in glowing red, tan, and blue. Stamped in genuine gold, with tinted page tops, colored end-papers, decorative head and foot bands.



ZANE GREY

Most beloved Western story teller of all time. He actually lived the rugged life made famous in his exciting books.



Hard-riding cowboys of the old West!

Packed with excitement, blazing action!

Recapture the glorious spell of the wide-open spaces!

All the Glory of the Old West—Its Sweeping Action, Color and Romance—  
Recaptured in Beautiful Volumes Your Family Will Be Proud to Own

#### READER'S RESERVATION CERTIFICATE

WALTER J. BLACK, Inc.  
Roslyn, L. I., New York

Q.K.

Please reserve in my name the books listed in your generous offer to readers of this magazine—the luxuriously-bound "Golden West De Luxe Editions" of Zane Grey. Send me at once the first book, CAPTIVES OF THE DESERT. I enclose NO MONEY IN ADVANCE, but within one week I will send you only \$2.29, plus a few cents mailing charge—and I will be entitled to receive each following handsome De Luxe volume as it comes from the press, at the same low price, sending no money in advance. If not completely satisfied I may return any book within one week of receiving it; I may cancel my reservation at any time. (Books shipped in U.S.A. only.)

Name ..... (PLEASE PRINT PLAINLY)

Address .....

City ..... State .....

HERE is an opportunity to bring into your home and women craved by the lure of riches.

Who can read Zane Grey's tales and not be swept away by their colorful action and blood-tingling excitement? Here are fearless men and the women they fought for; ruthless desperados. Here is the roar of blazing guns—and the awe-inspiring silence of prairie and canyon.

How proud you will be to display these luxurious volumes! Just picture them in your home—and imagine the world of pleasure they will open up to your family! The partial list that follows gives you only an inkling of the thrills that await you:

1. CAPTIVES OF THE DESERT. Exciting new ZANE GREY book. Your first volume. (Description above.)
2. RIDERS OF THE PURPLE SAGE. Brave days of old Utah—drenched with blood of men who gambled their lives for adventure, gold!
3. WILDFIRE. The tempestuous story of a great wild stallion, a fiery girl—and the man who was strong enough to tame them both!
4. ARIZONA AMES. His blazing six-shooter spread terror among the toughest badmen!
5. SHADOW ON THE TRAIL. Quick-shooting Wade Holden fights with raw-hide tough rustlers.
6. ROGUE RIVER FEUD. Violence and death on Rogue River, where men stopped at nothing to win the high stakes of the rich salmon runs.

7. DESERT GOLD. Spine-tingling adventure of men and women craved by the lure of riches.

8. WEST OF THE PECOS. Into this land of the lawless came a hard-riding, straight-shooting young man—who turned out to be a girl!

9. THE LIGHT OF WESTERN STARS. Mighty epic of warfare on the border, throbbing with rip-roaring excitement!

10. CALL OF THE CANYON. Smashing drama of death and danger—racing to a climax that leaves you breathless!

The other volumes include: 30,000 On the Hoof; Wild Horse Mesa; The Vanishing American; Fighting Caravans; The Hash Knife Outfit; The Mysterious Rider; Twin Sombreros; The Heritage of the Desert; Western Union; Under the Tonto Rim; Robbers' Roost; Shepherd of Guadalupe; To The Last Man; The Man of the Forest.

#### SEND NO MONEY

Just mail RESERVATION CERTIFICATE, entitling you to examine first volume, CAPTIVES OF THE DESERT. With it will come reader's invoice for \$2.29 as payment, plus few cents mailing charge, and instructions on how to get your other volumes. If not fully satisfied you may return any book; you may cancel your reservation at any time. There are no other charges. No "fee," no "deposit" in advance. First come, first served. Send Reservation Certificate now before you mislay this page. WALTER J. BLACK, Inc., Roslyn, L. I., New York.